

MAY 2 1993

UNIVERSITY OF CALIFORNIA

**GENERAL PLAN MAPS AND DESCRIPTIONS  
OF LAND USE DISTRICTS**

This document summarizes the salient points of the Land Use Element of the Long Beach General Plan. Maps and texts are subject to periodic amendment by the Planning Commission and City Council. It is therefore recommended that users of this document verify its contents at the Department of Planning and Building prior to finalization of development proposals and/or plans.

**City of Long Beach  
Department of Planning and Building  
City Hall  
333 West Ocean Boulevard  
Long Beach, California 90802**

**REVISED JULY 1991**











- DEPARTMENT OF ENGINEERING  
CITY OF LONG BEACH, CALIFORNIA

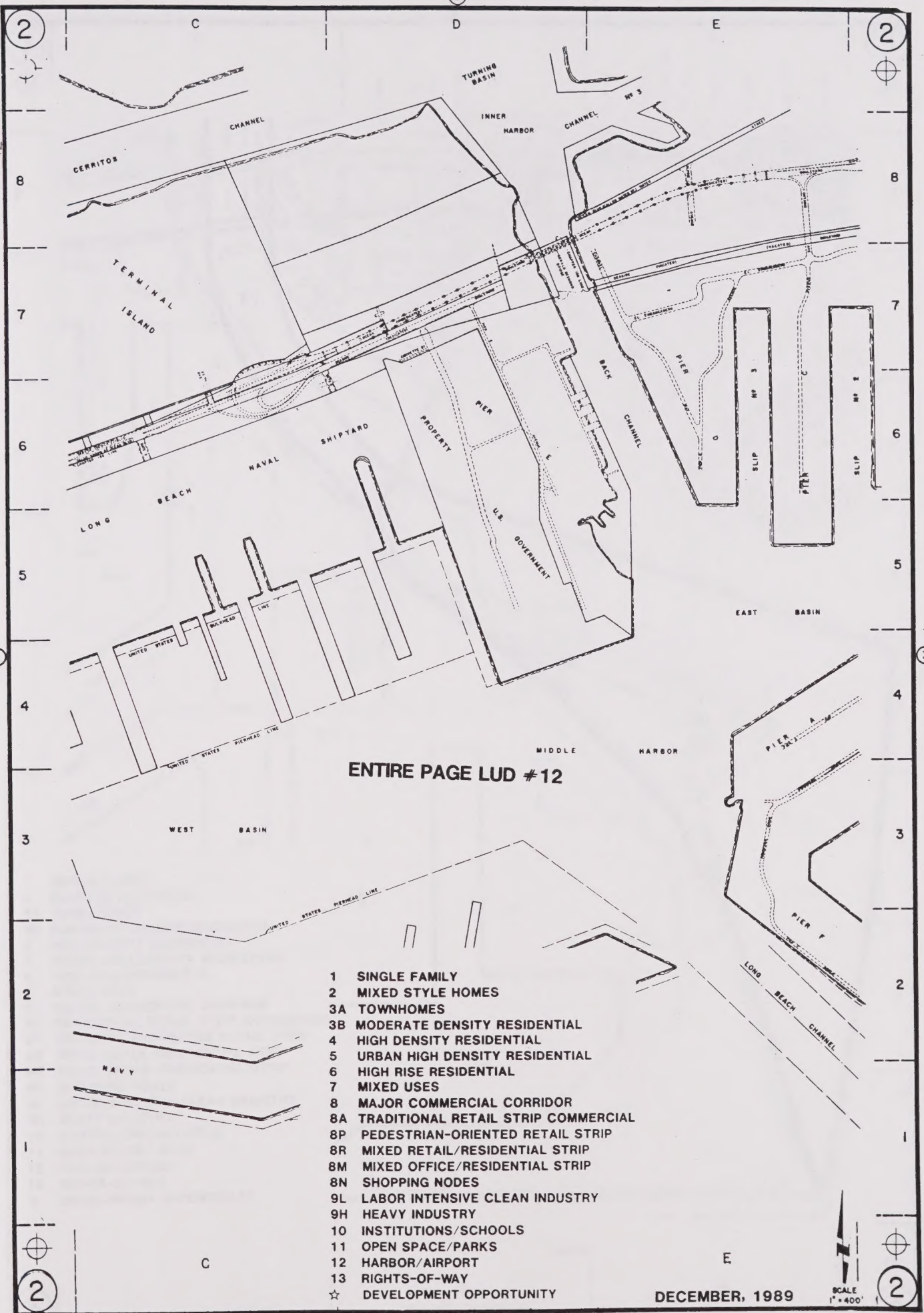
DECEMBER, 1989

SCALE  
1" = 400'



- 1. Main body
- 2. Flange
- 3. Shaft
- 4. Piston rod
- 5. Piston
- 6. Crankshaft
- 7. Connecting rod
- 8. Crank pin
- 9. Crank web
- 10. Crankshaft housing
- 11. Crankshaft bearing
- 12. Crankshaft oil seal
- 13. Crankshaft oil pump
- 14. Crankshaft oil filter
- 15. Crankshaft oil cooler
- 16. Crankshaft oil sump
- 17. Crankshaft oil pump drive
- 18. Crankshaft oil pump drive gear
- 19. Crankshaft oil pump drive shaft
- 20. Crankshaft oil pump drive housing



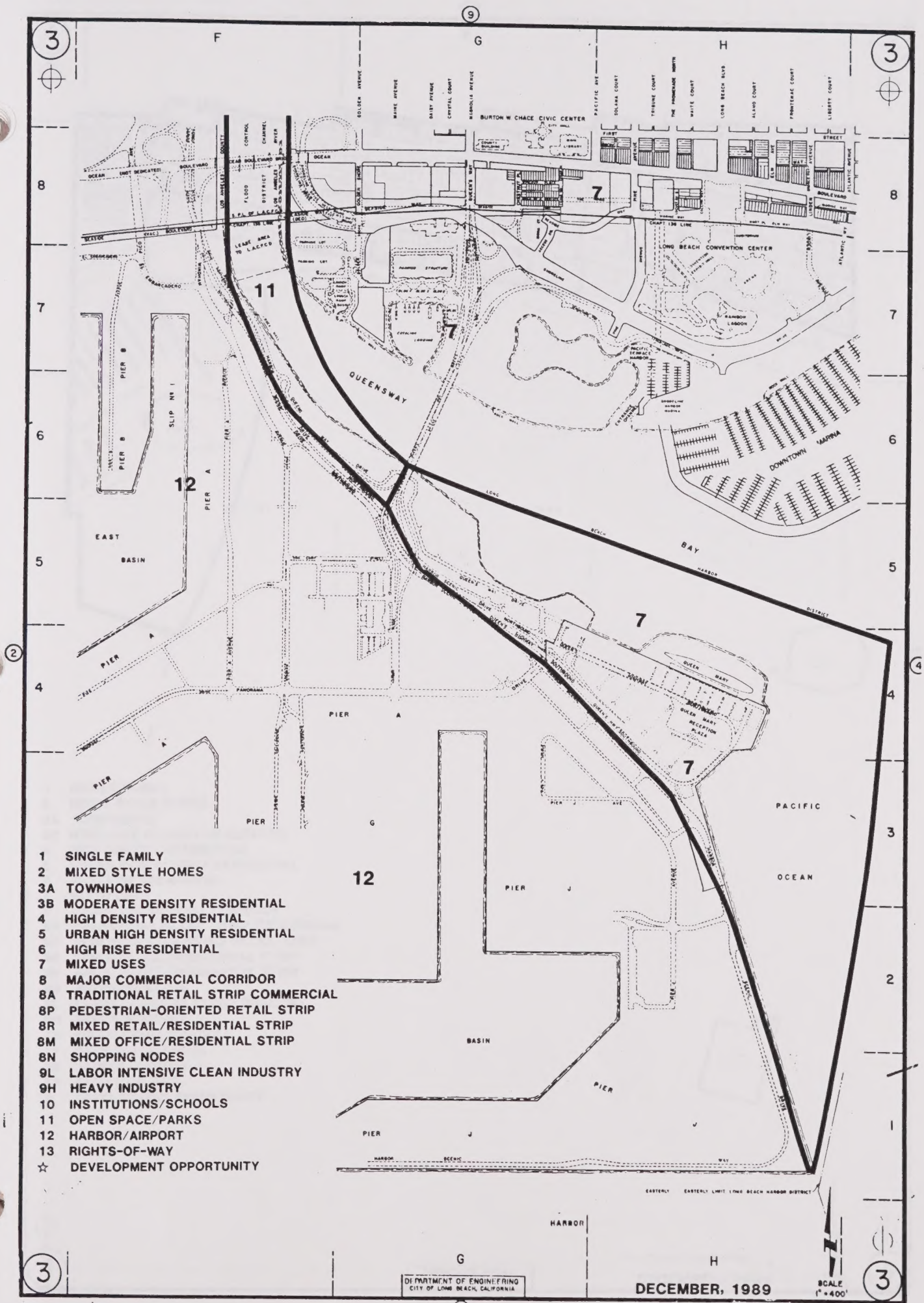




PLAN OF BUILDING

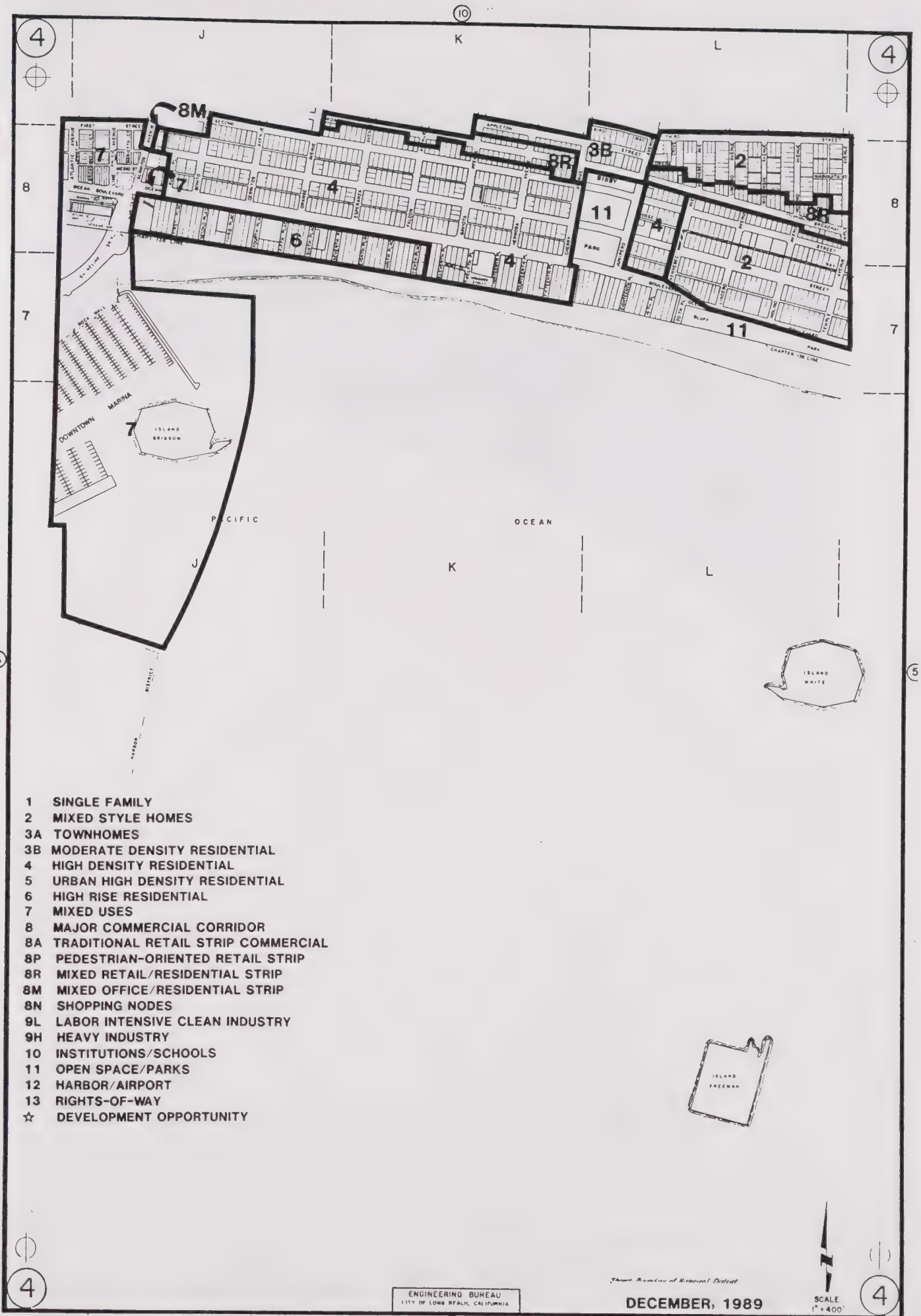
- 1. Entrance
- 2. Hallway
- 3. Room 101
- 4. Room 102
- 5. Room 103
- 6. Room 104
- 7. Room 105
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- 101. Room 199
- 102. Room 200





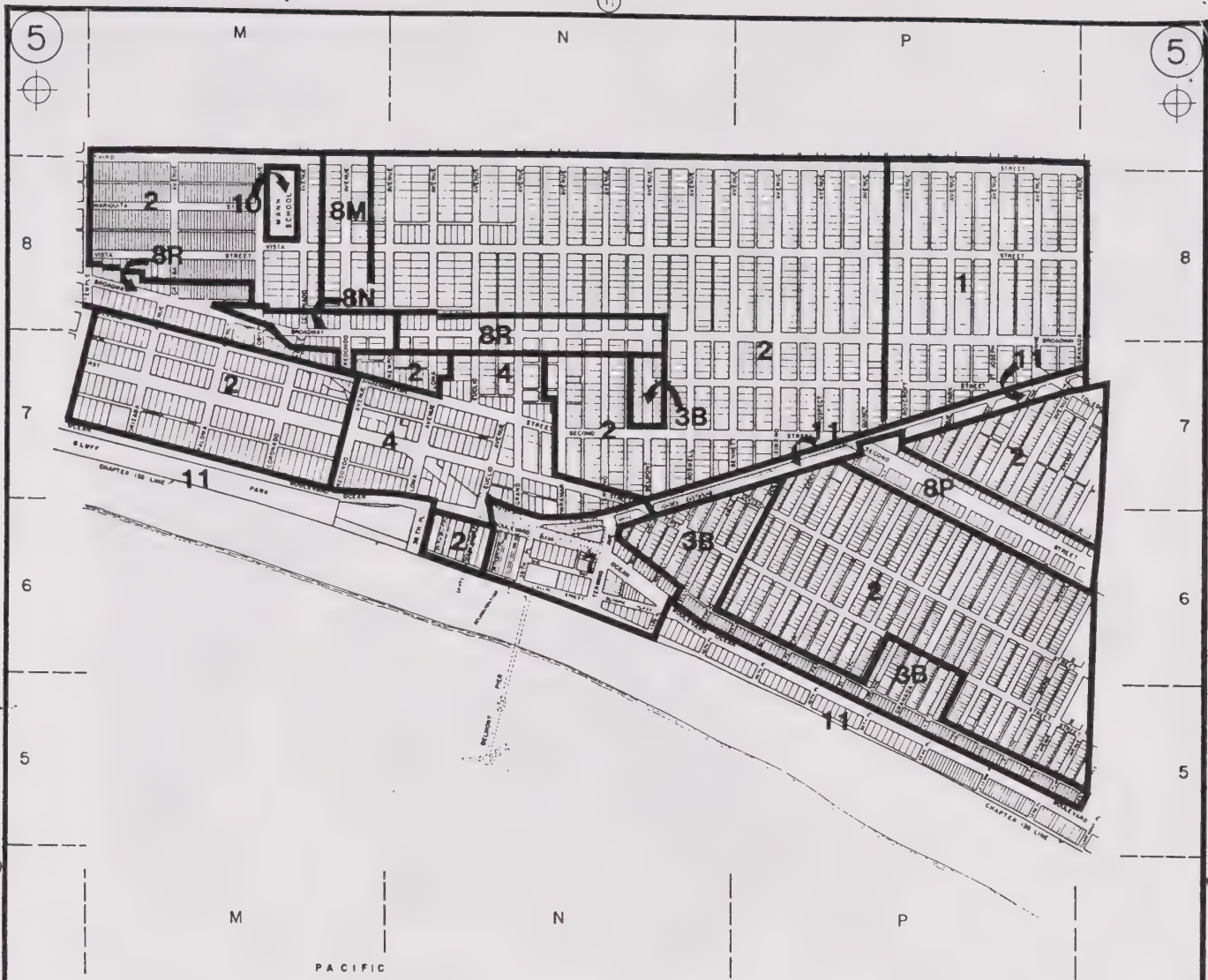












- 1 SINGLE FAMILY
- 2 MIXED STYLE HOMES
- 3A TOWNHOMES
- 3B MODERATE DENSITY RESIDENTIAL
- 4 HIGH DENSITY RESIDENTIAL
- 5 URBAN HIGH DENSITY RESIDENTIAL
- 6 HIGH RISE RESIDENTIAL
- 7 MIXED USES
- 8 MAJOR COMMERCIAL CORRIDOR
- 8A TRADITIONAL RETAIL STRIP COMMERCIAL
- 8P PEDESTRIAN-ORIENTED RETAIL STRIP
- 8R MIXED RETAIL/RESIDENTIAL STRIP
- 8M MIXED OFFICE/RESIDENTIAL STRIP
- 8N SHOPPING NODES
- 9L LABOR INTENSIVE CLEAN INDUSTRY
- 9H HEAVY INDUSTRY
- 10 INSTITUTIONS/SCHOOLS
- 11 OPEN SPACE/PARKS
- 12 HARBOR/AIRPORT
- 13 RIGHTS-OF-WAY
- ☆ DEVELOPMENT OPPORTUNITY



Shows Boundary of Historical District

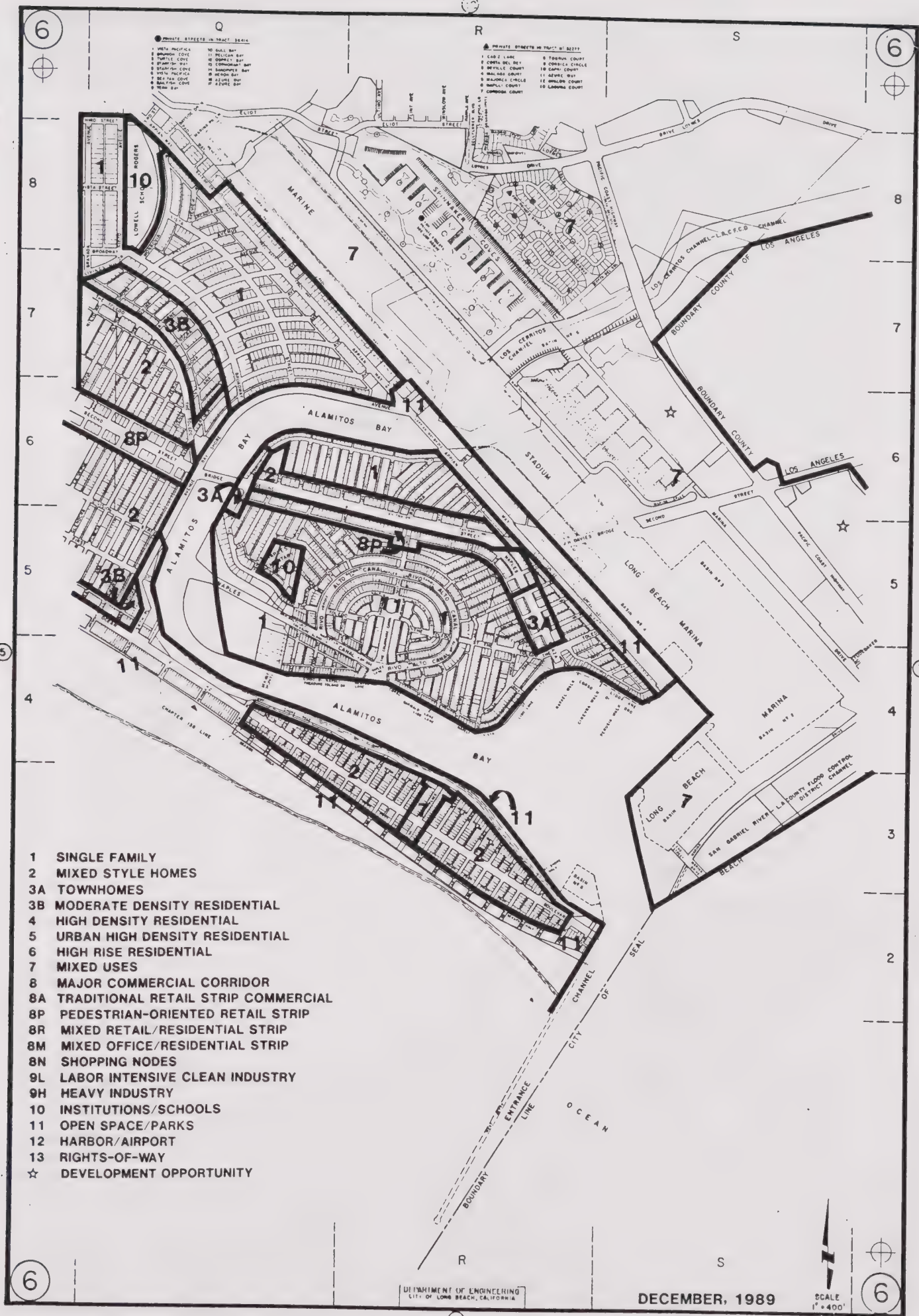
DEPARTMENT OF ENGINEERING  
CITY OF LONG BEACH, CALIFORNIA

DECEMBER, 1989

SCALE  
1" = 400'

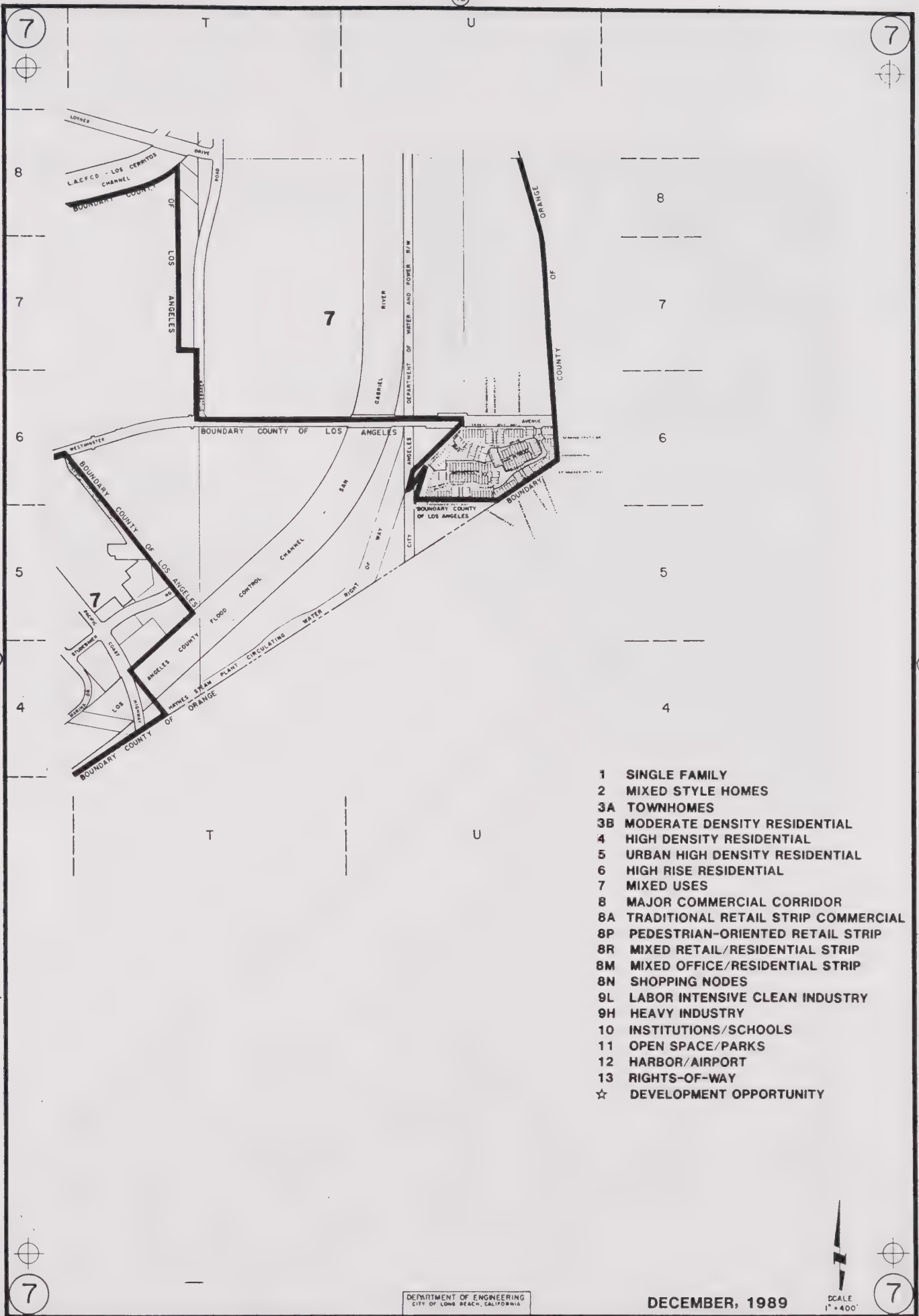






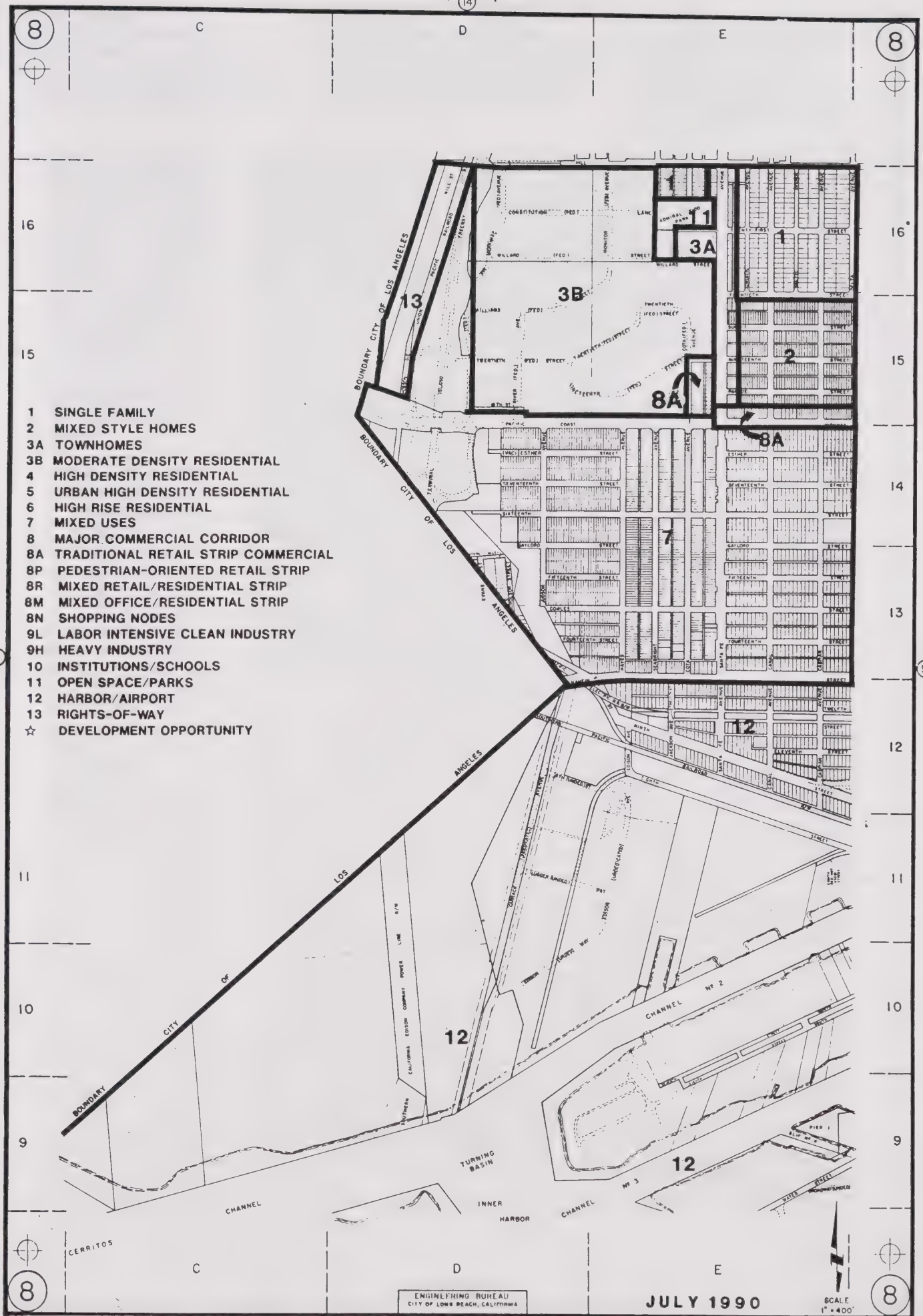






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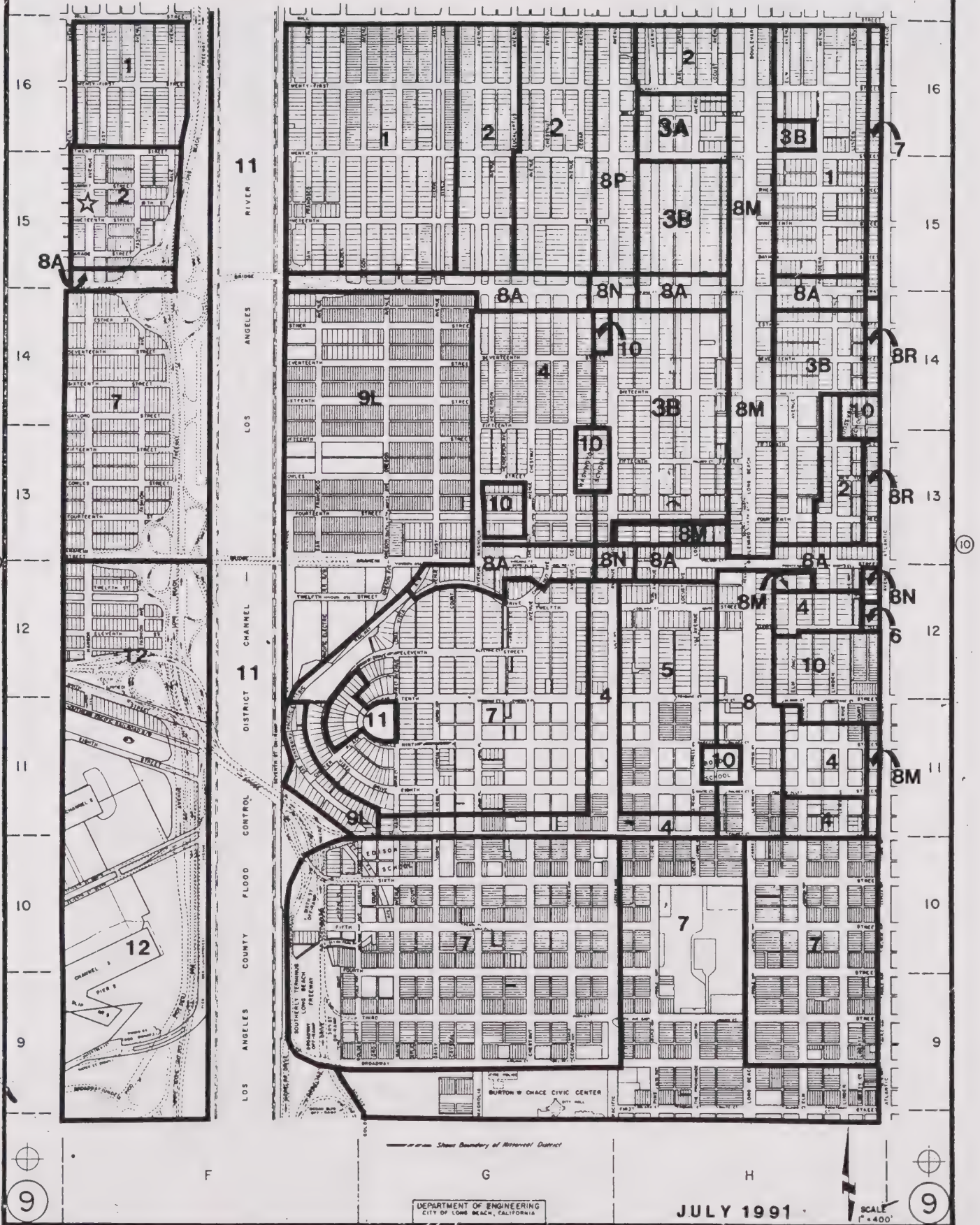








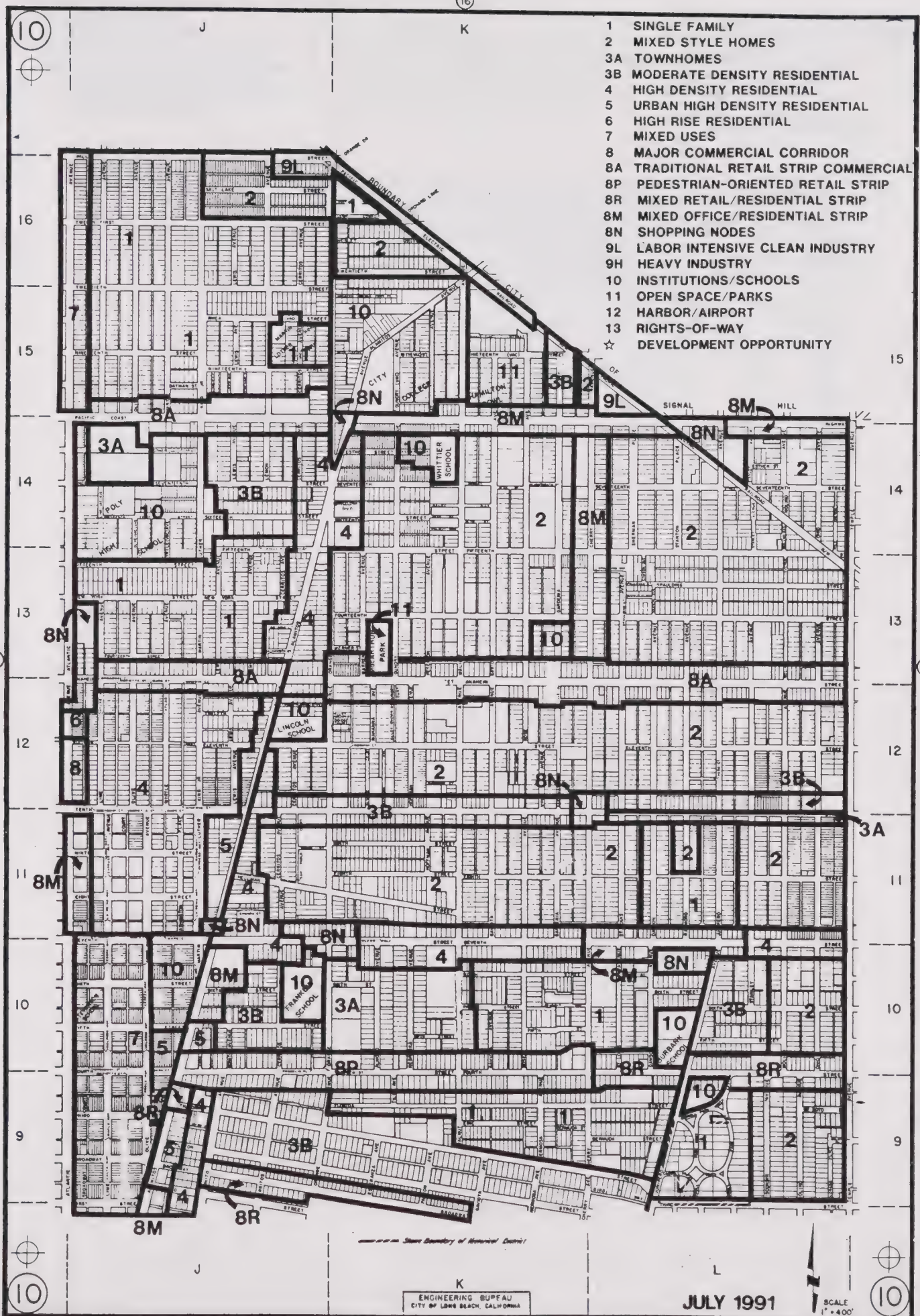
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|----|--------------------------------|----|-------------------------------------|----|--------------------------------|
| 1  | SINGLE FAMILY                  | 7  | MIXED USES                          | 9L | LABOR INTENSIVE CLEAN INDUSTRY |
| 2  | MIXED STYLE HOMES              | 8  | MAJOR COMMERCIAL CORRIDOR           | 9H | HEAVY INDUSTRY                 |
| 3A | TOWNHOMES                      | 8A | TRADITIONAL RETAIL STRIP COMMERCIAL | 10 | INSTITUTIONS/SCHOOLS           |
| 3B | MODERATE DENSITY RESIDENTIAL   | 8P | PEDESTRIAN-ORIENTED RETAIL STRIP    | 11 | OPEN SPACE/PARKS               |
| 4  | HIGH DENSITY RESIDENTIAL       | 8R | MIXED RETAIL/RESIDENTIAL STRIP      | 12 | HARBOR/AIRPORT                 |
| 5  | URBAN HIGH DENSITY RESIDENTIAL | 8M | MIXED OFFICE/RESIDENTIAL STRIP      | 13 | RIGHTS-OF-WAY                  |
| 6  | HIGH RISE RESIDENTIAL          | 8N | SHOPPING NODES                      | ☆  | DEVELOPMENT OPPORTUNITY        |







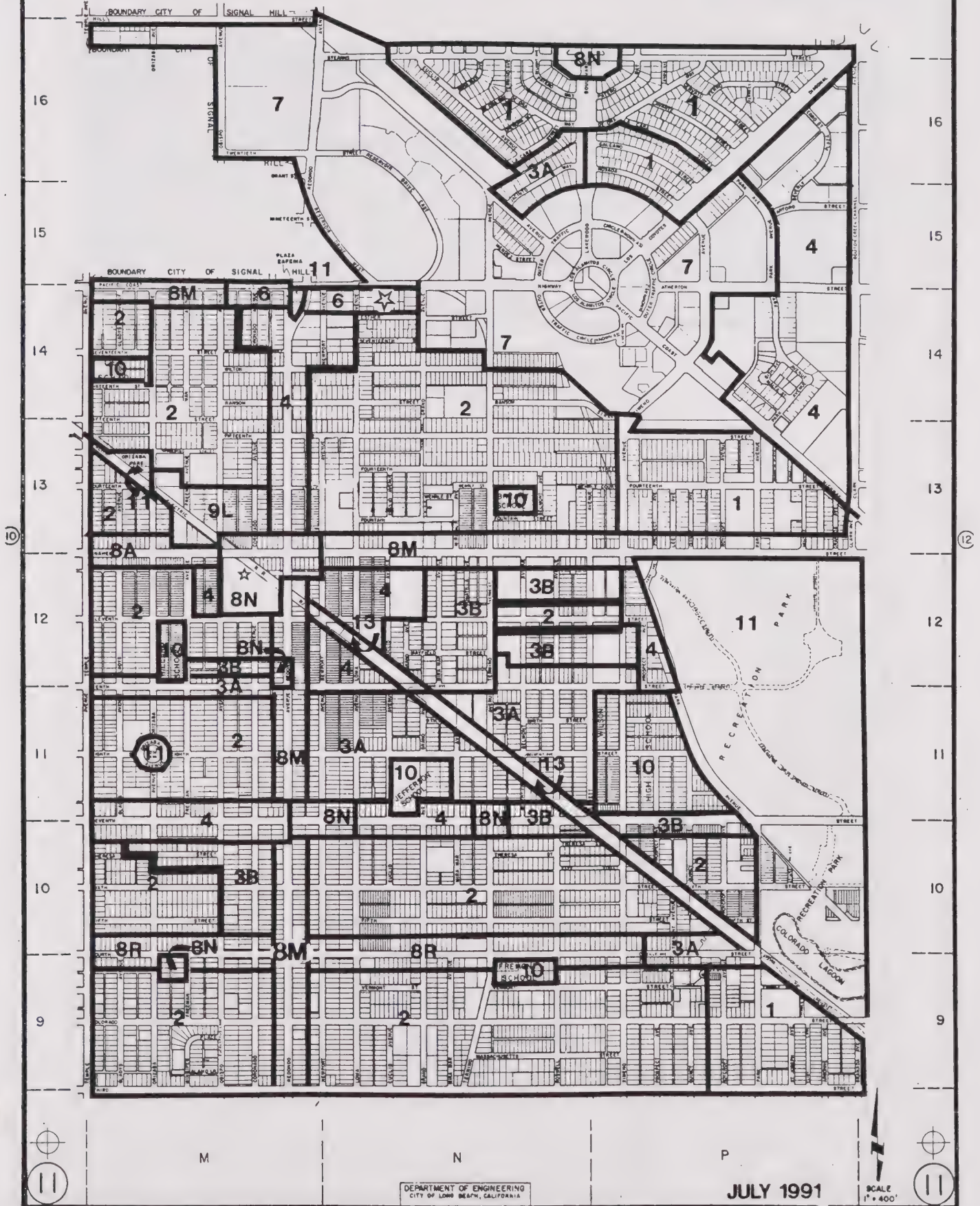
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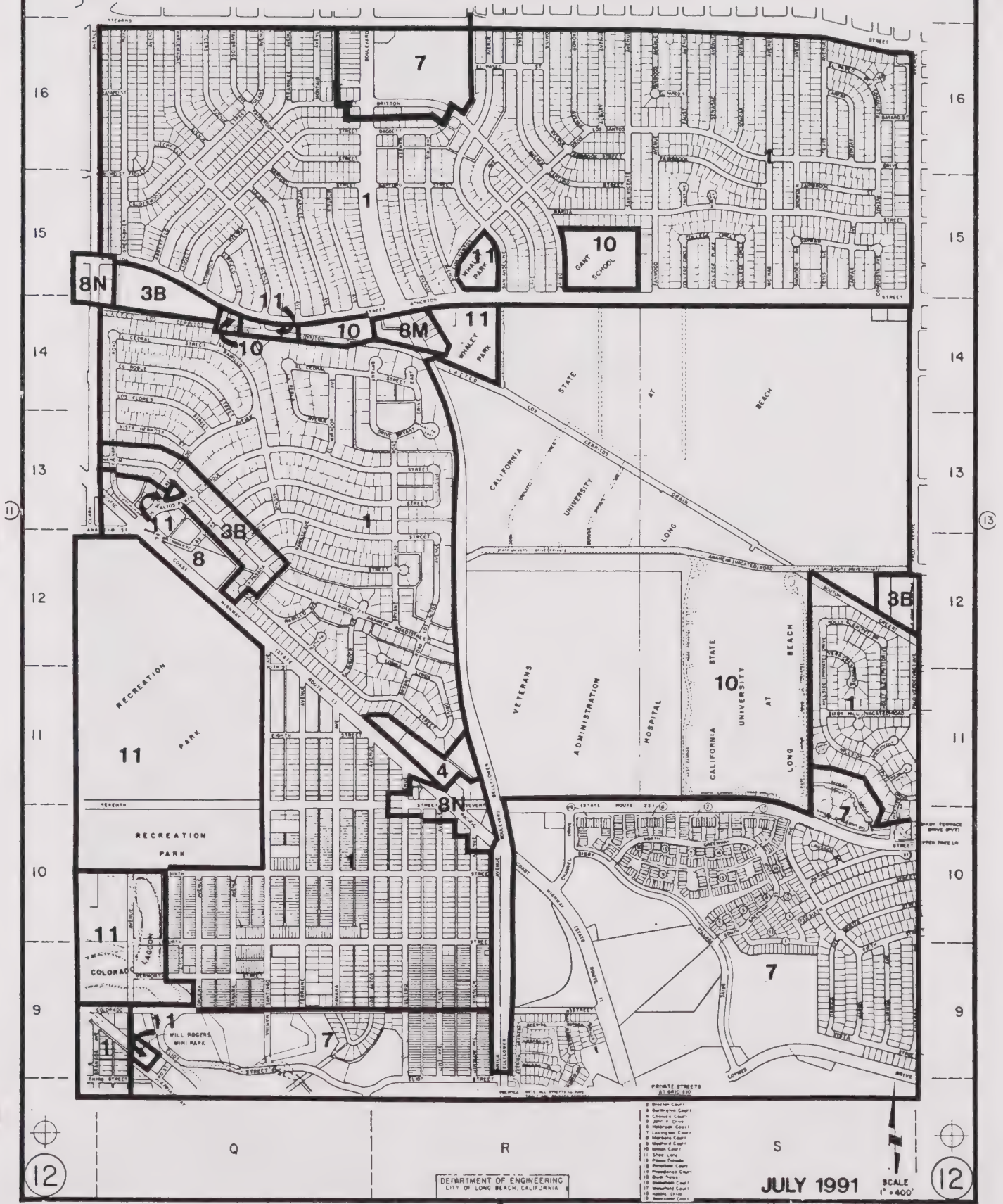




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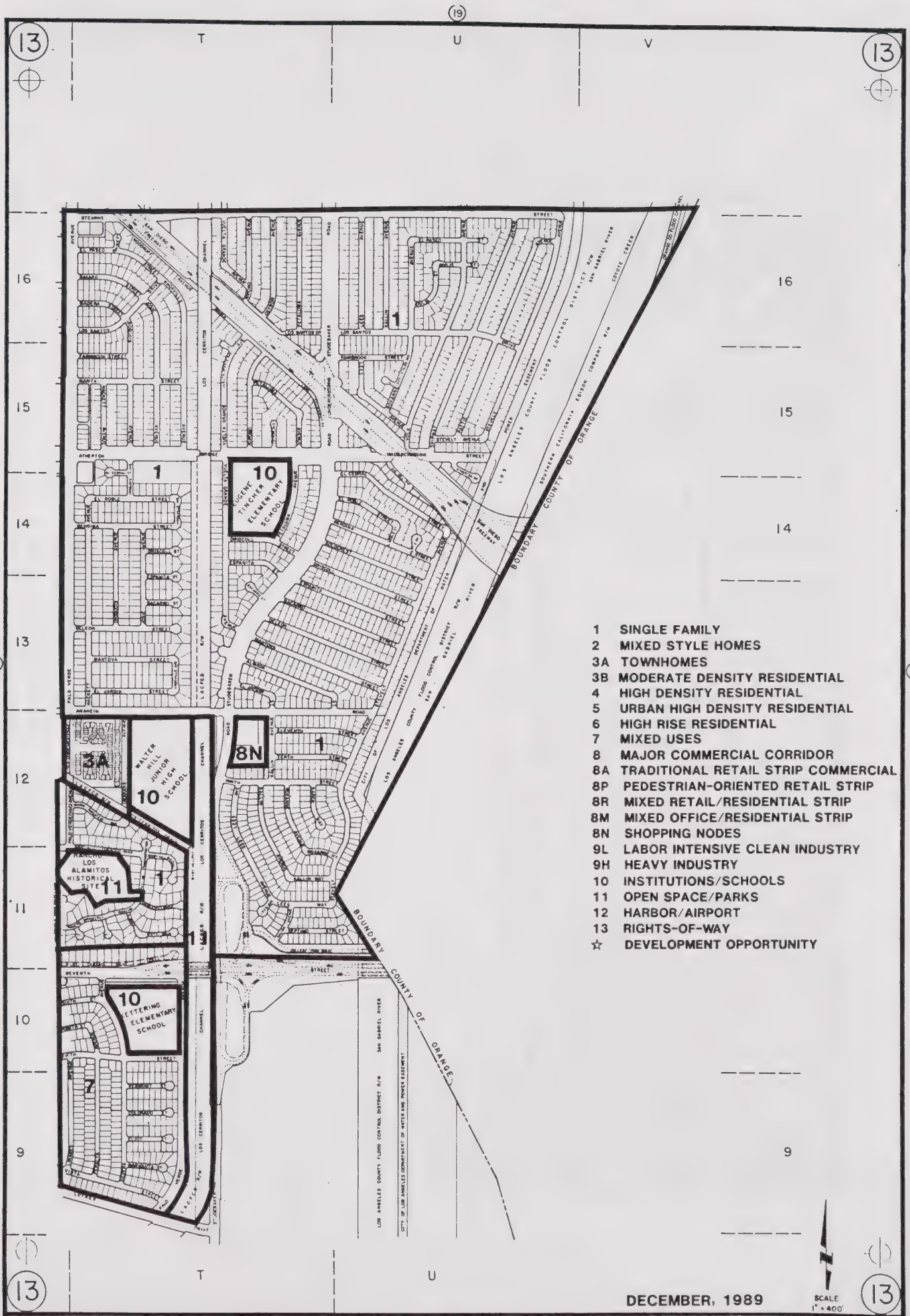
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DECEMBER, 1989

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1" = 400'

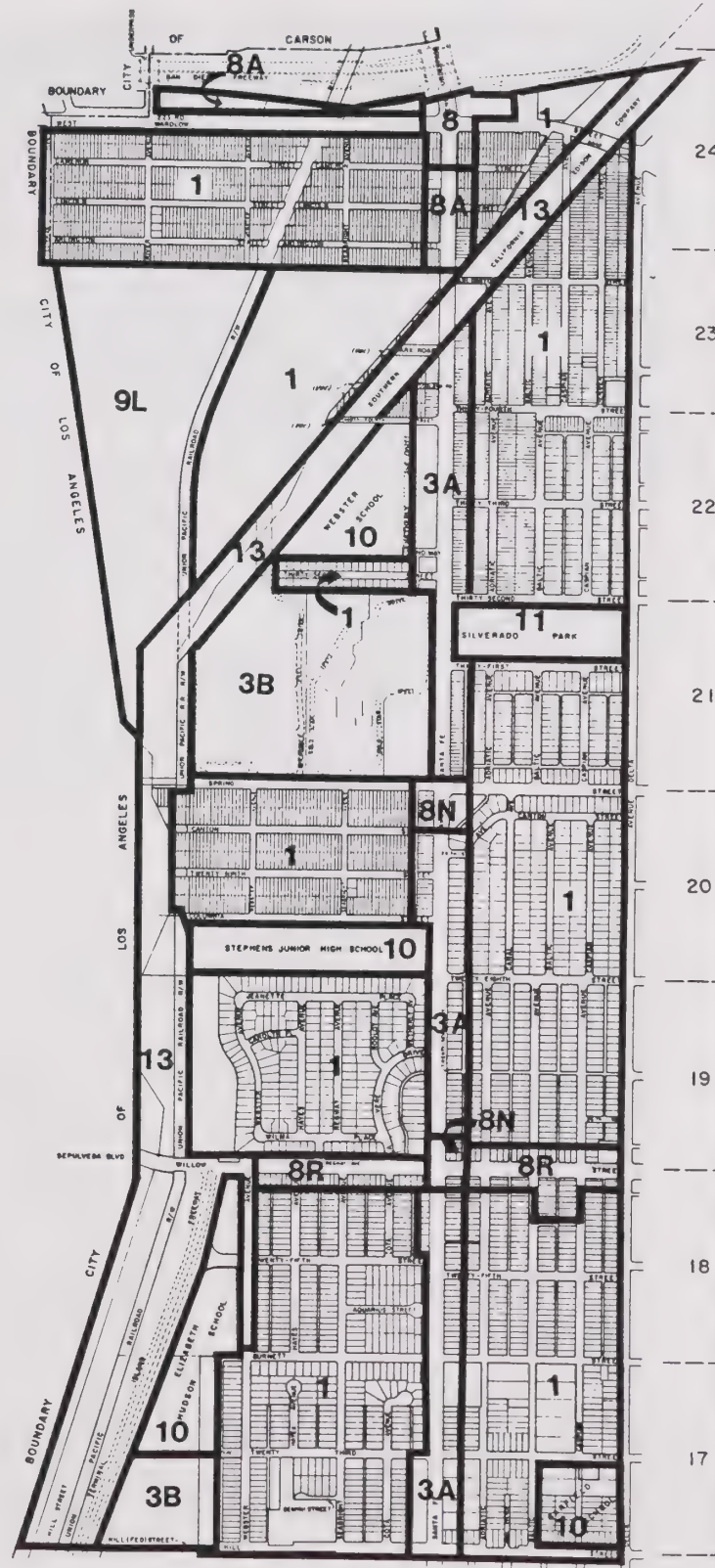


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14

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DECEMBER, 1989

SCALE 1" = 400'

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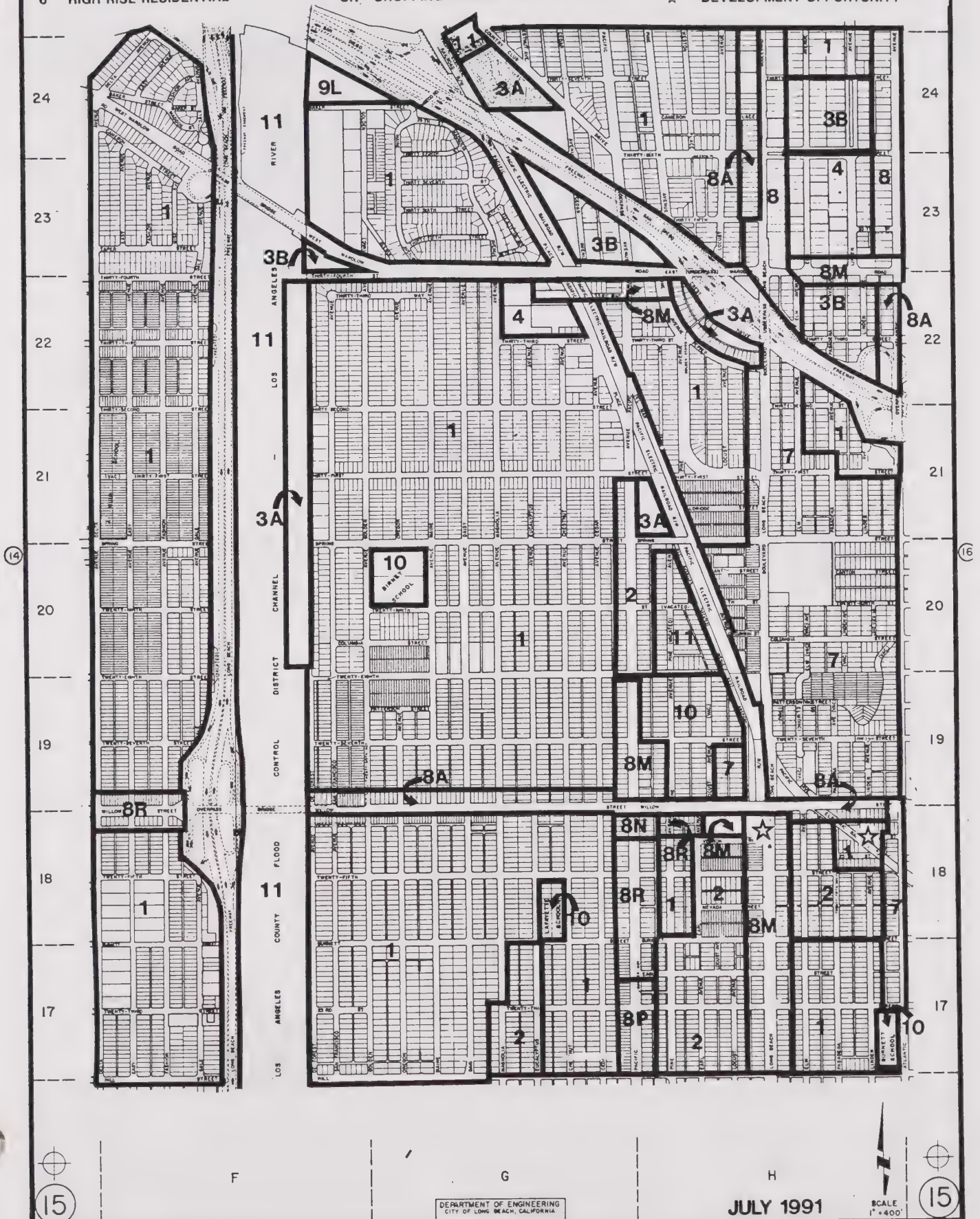




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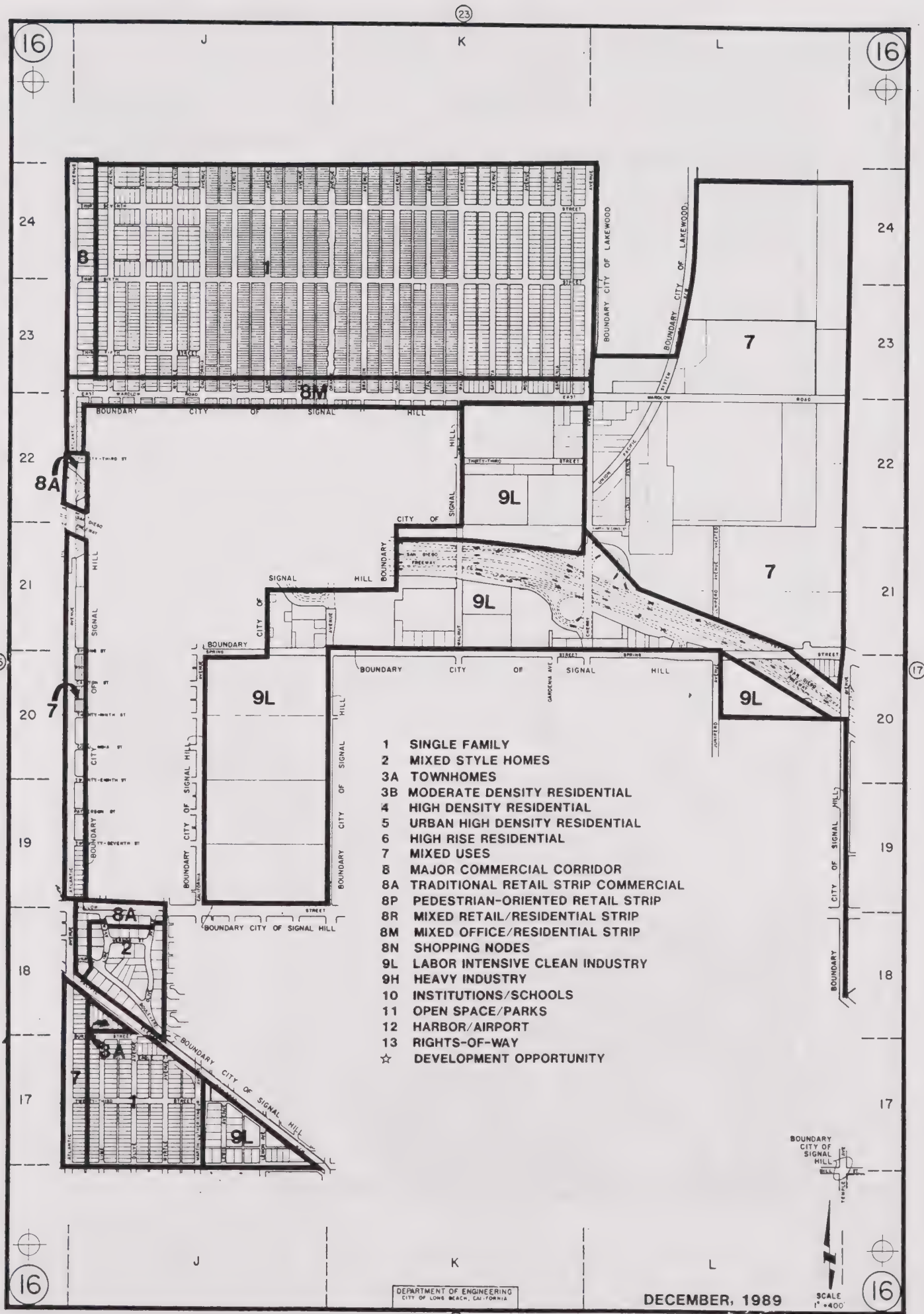
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CITY OF SIGNAL HILL  
 BOUNDARY CITY OF PALMDALE  
 BOUNDARY CITY OF TUCUMAN

SIGNAL HILL  
 BEACH  
 AIRPORT  
 LONG  
 SKYLINKS GOLF COURSE  
 DOUGLAS PARK  
 STEARNS PARK  
 FLORENCE NIGHTINGALE SCHOOL  
 BUFTON SCHOOL  
 TUCKER SCHOOL

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DECEMBER, 1989

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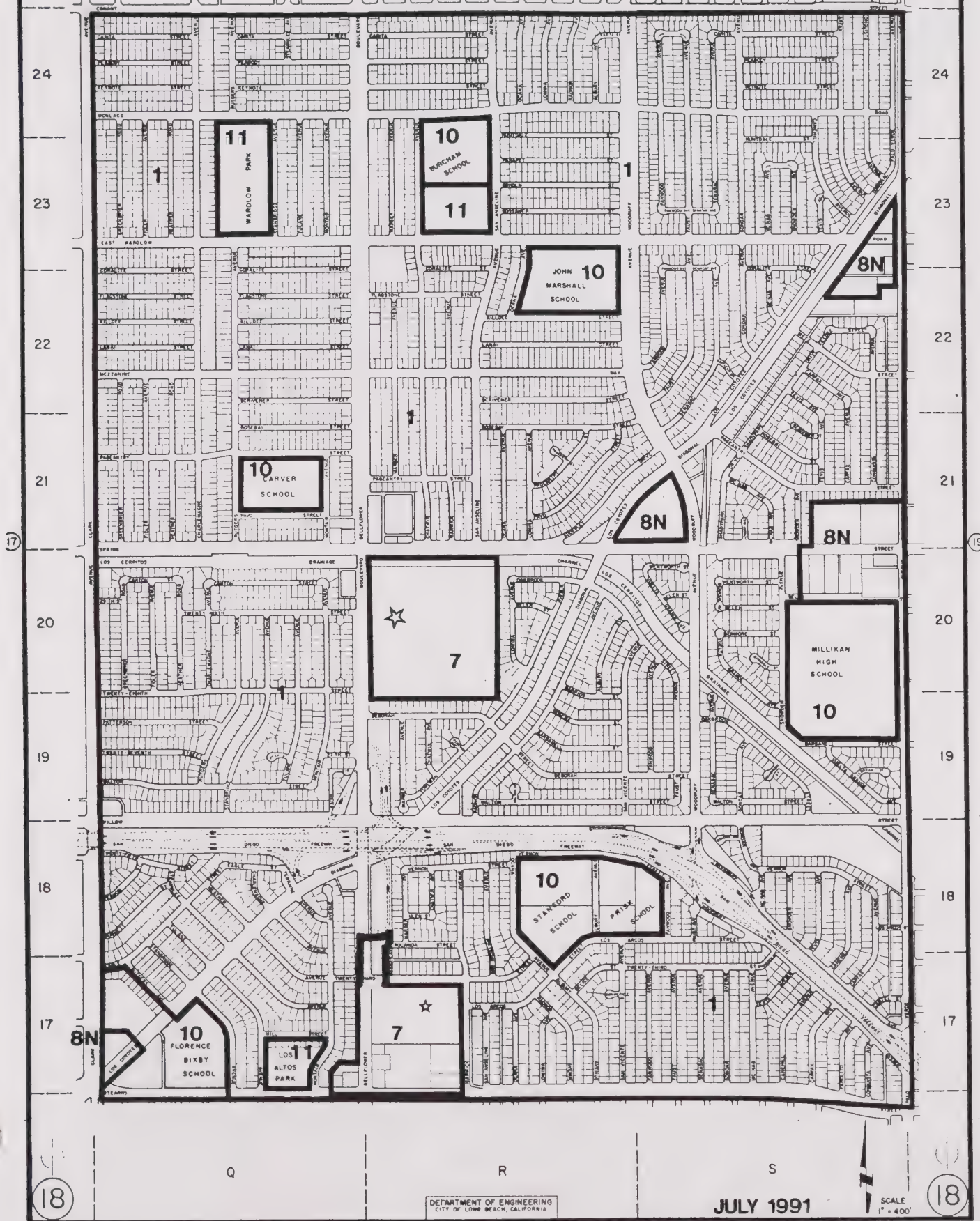
**(17)**

SCALE  
1" = 400'



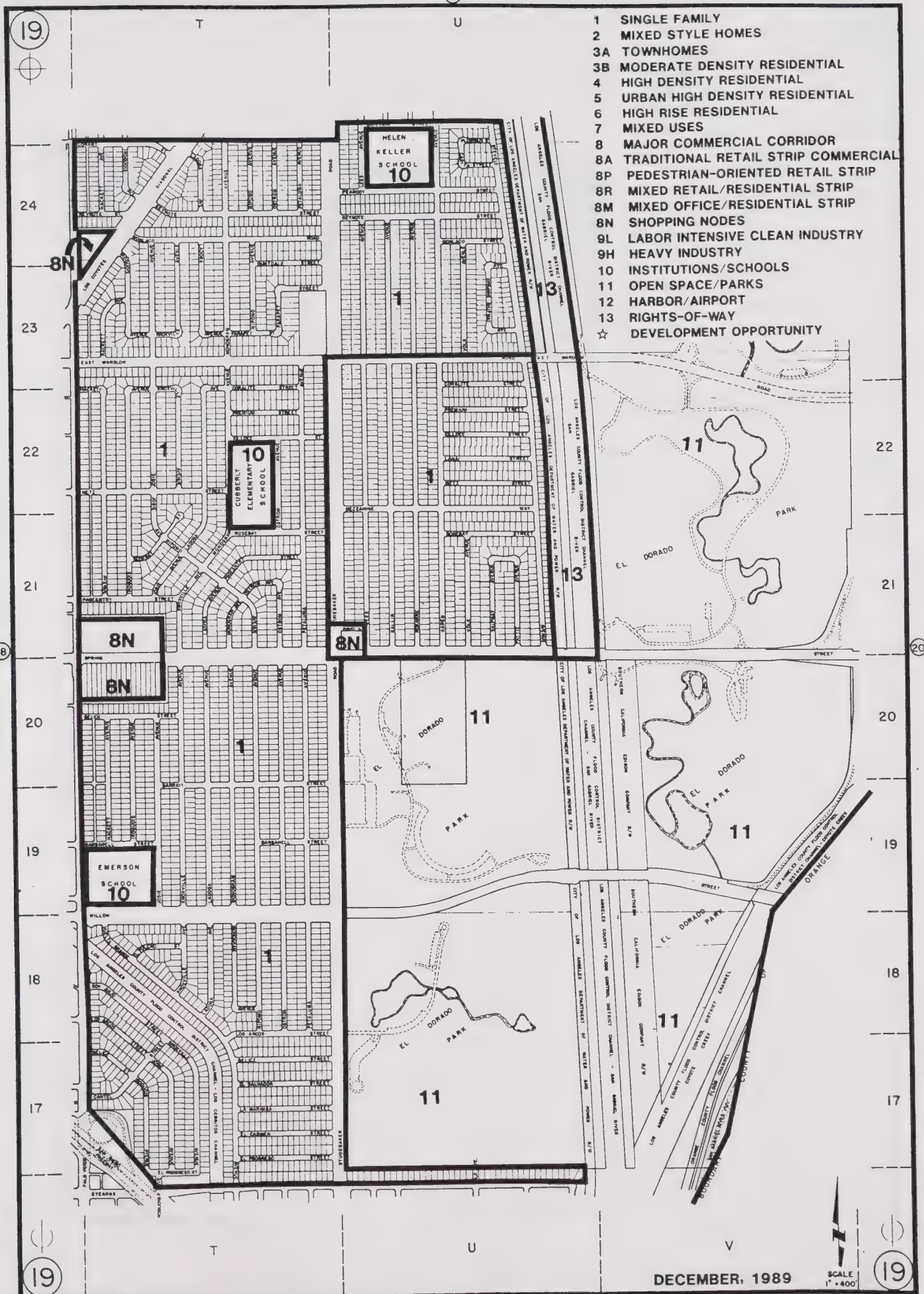


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SCALE  
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(21)

(21)

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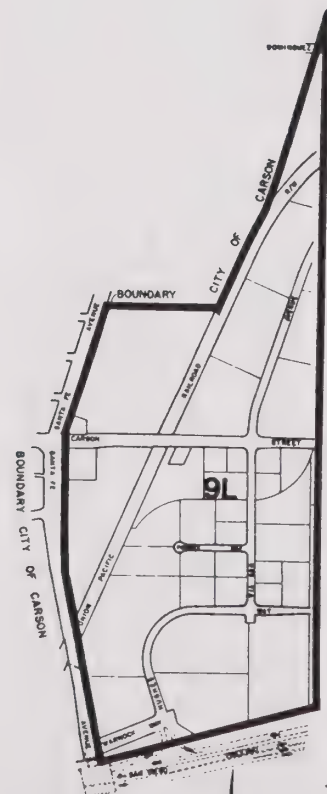
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DECEMBER, 1989

SCALE  
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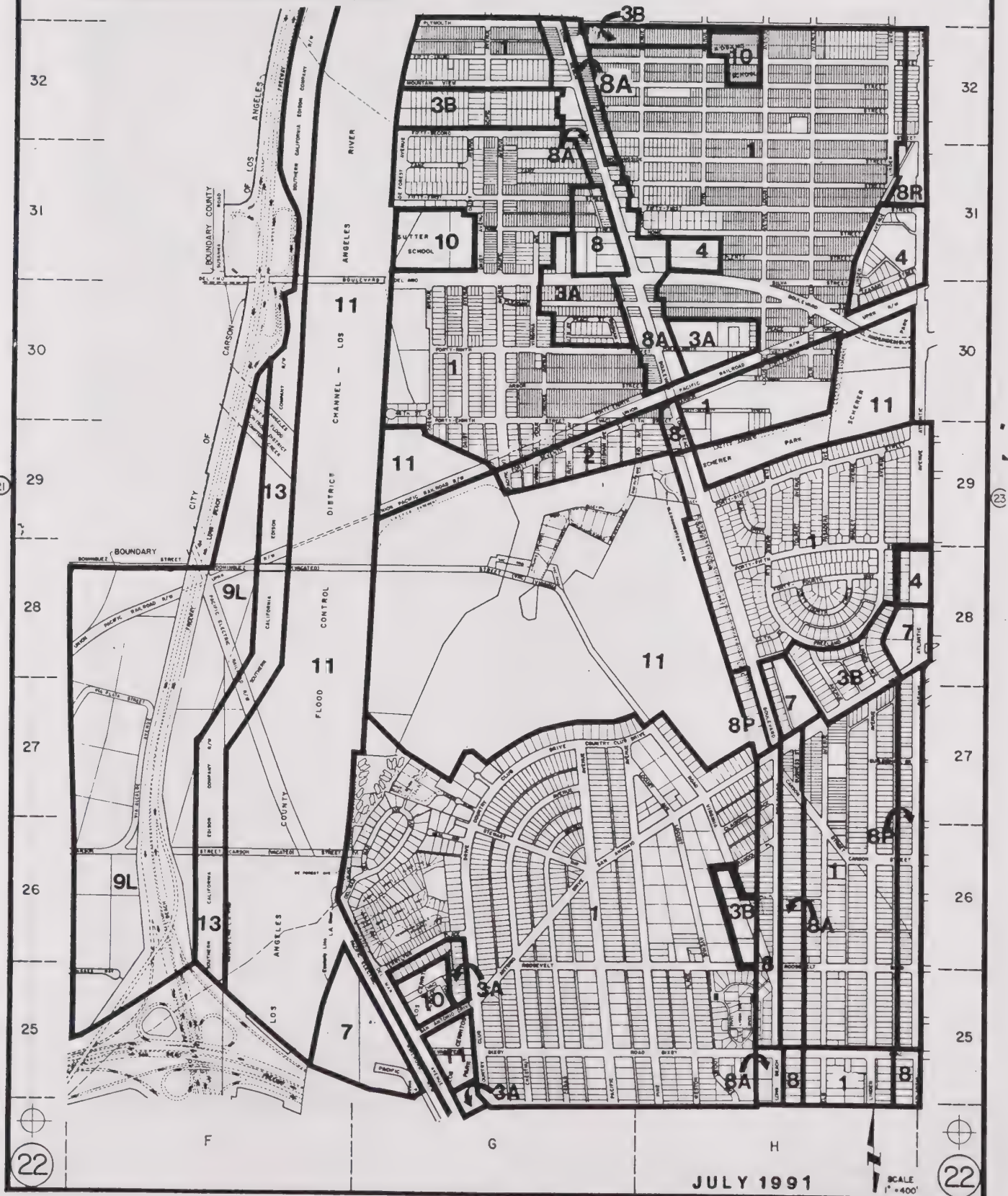


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(22)



JULY 1991

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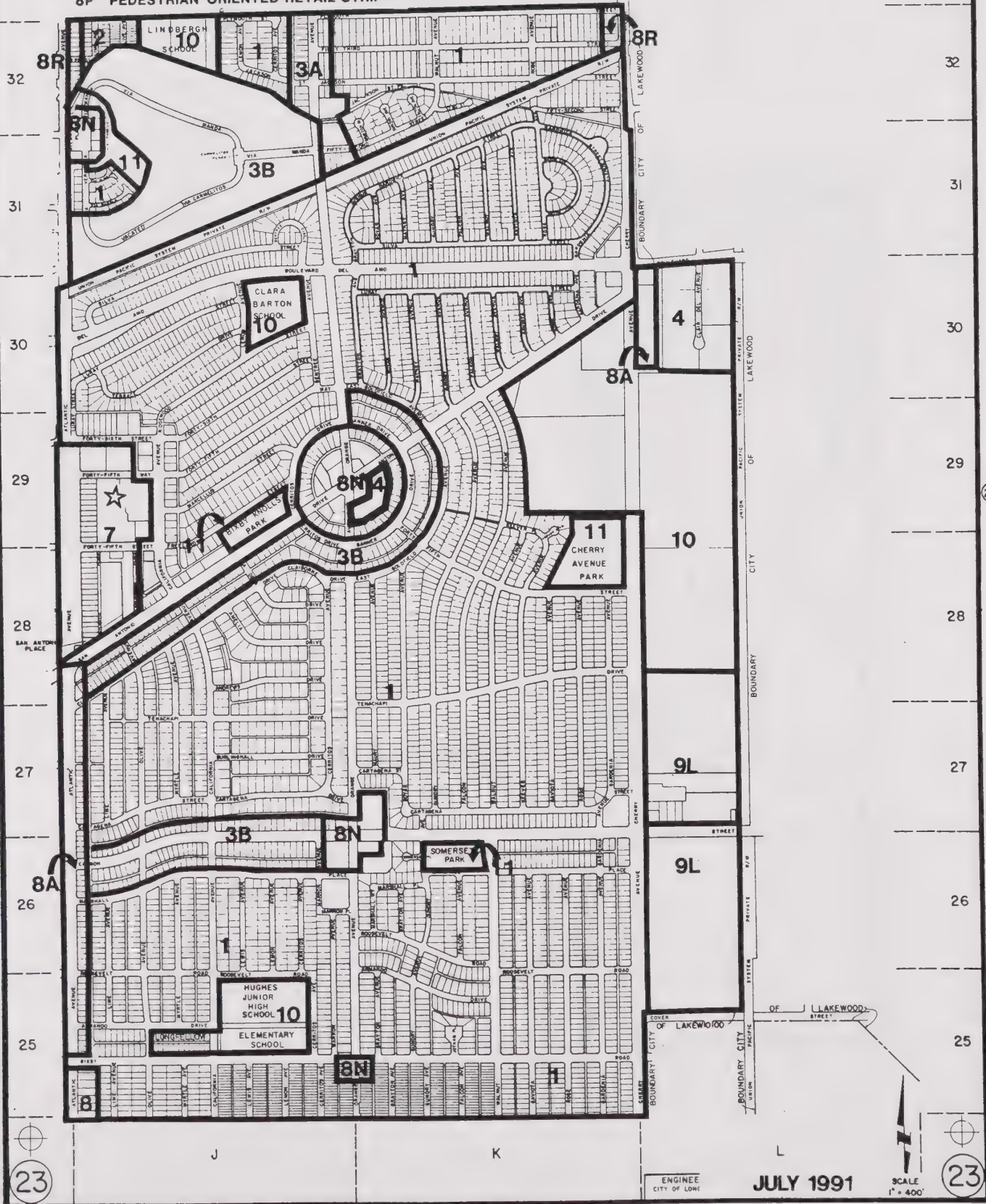


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(23)

ENGINEER  
CITY OF LAKWOOD

JULY 1991

SCALE  
1" = 400'





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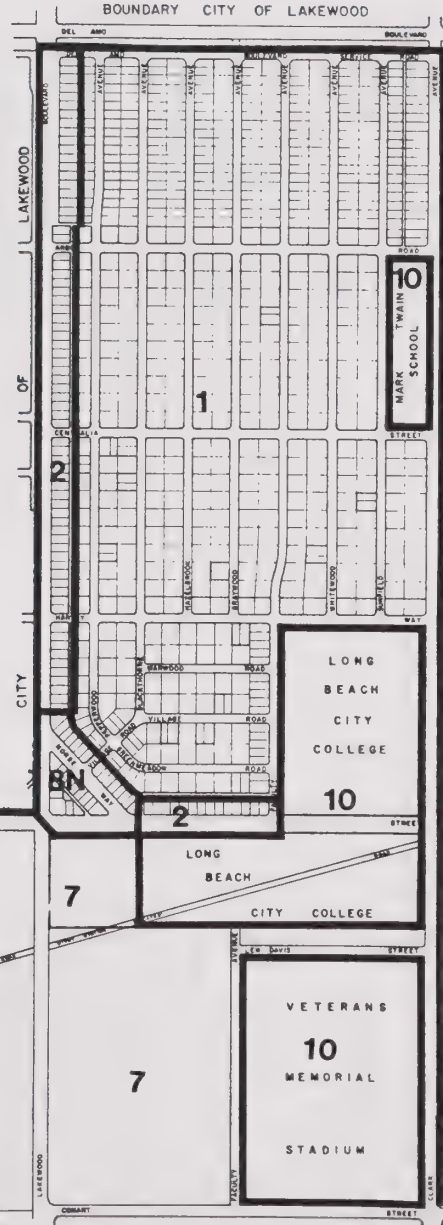
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BOUNDARY CITY OF LAKEWOOD



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DECEMBER, 1989

1" = 400'

(24)

(24)

(17)





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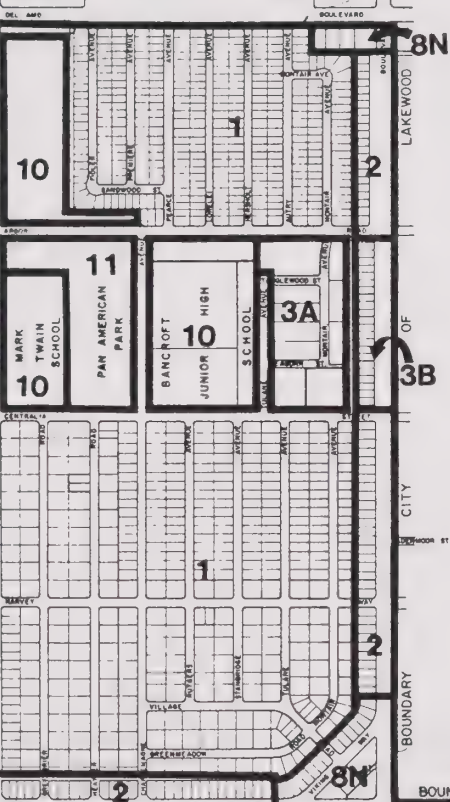
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BOUNDARY CITY OF LAKEWOOD

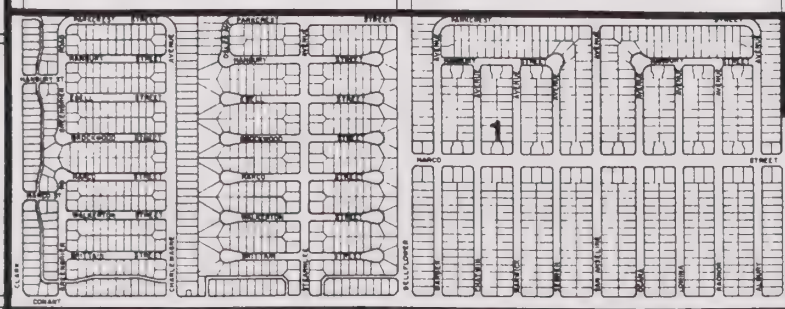


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- 9L LABOR INTENSIVE CLEAN INDUSTRY
- 9H HEAVY INDUSTRY
- 10 INSTITUTIONS/SCHOOLS
- 11 OPEN SPACE/PARKS
- 12 HARBOR/AIRPORT
- 13 RIGHTS-OF-WAY
- ☆ DEVELOPMENT OPPORTUNITY

HEARTWELL

11

PARK



10



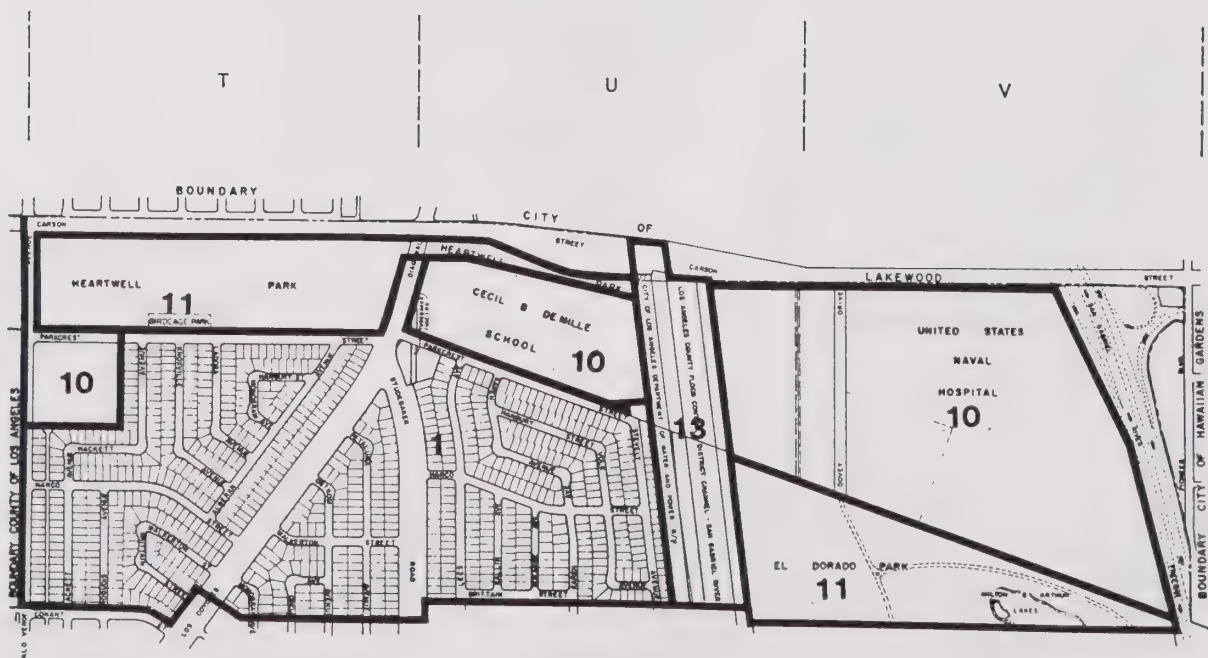
LOS ANGELES COUNTY  
 PATRICK HENRY SCHOOL  
 10



26

26

- 1 SINGLE FAMILY
- 2 MIXED STYLE HOMES
- 3A TOWNHOMES
- 3B MODERATE DENSITY RESIDENTIAL
- 4 HIGH DENSITY RESIDENTIAL
- 5 URBAN HIGH DENSITY RESIDENTIAL
- 6 HIGH RISE RESIDENTIAL
- 7 MIXED USES
- 8 MAJOR COMMERCIAL CORRIDOR
- 8A TRADITIONAL RETAIL STRIP COMMERCIAL
- 8P PEDESTRIAN-ORIENTED RETAIL STRIP
- 8R MIXED RETAIL/RESIDENTIAL STRIP
- 8M MIXED OFFICE/RESIDENTIAL STRIP
- 8N SHOPPING NODES
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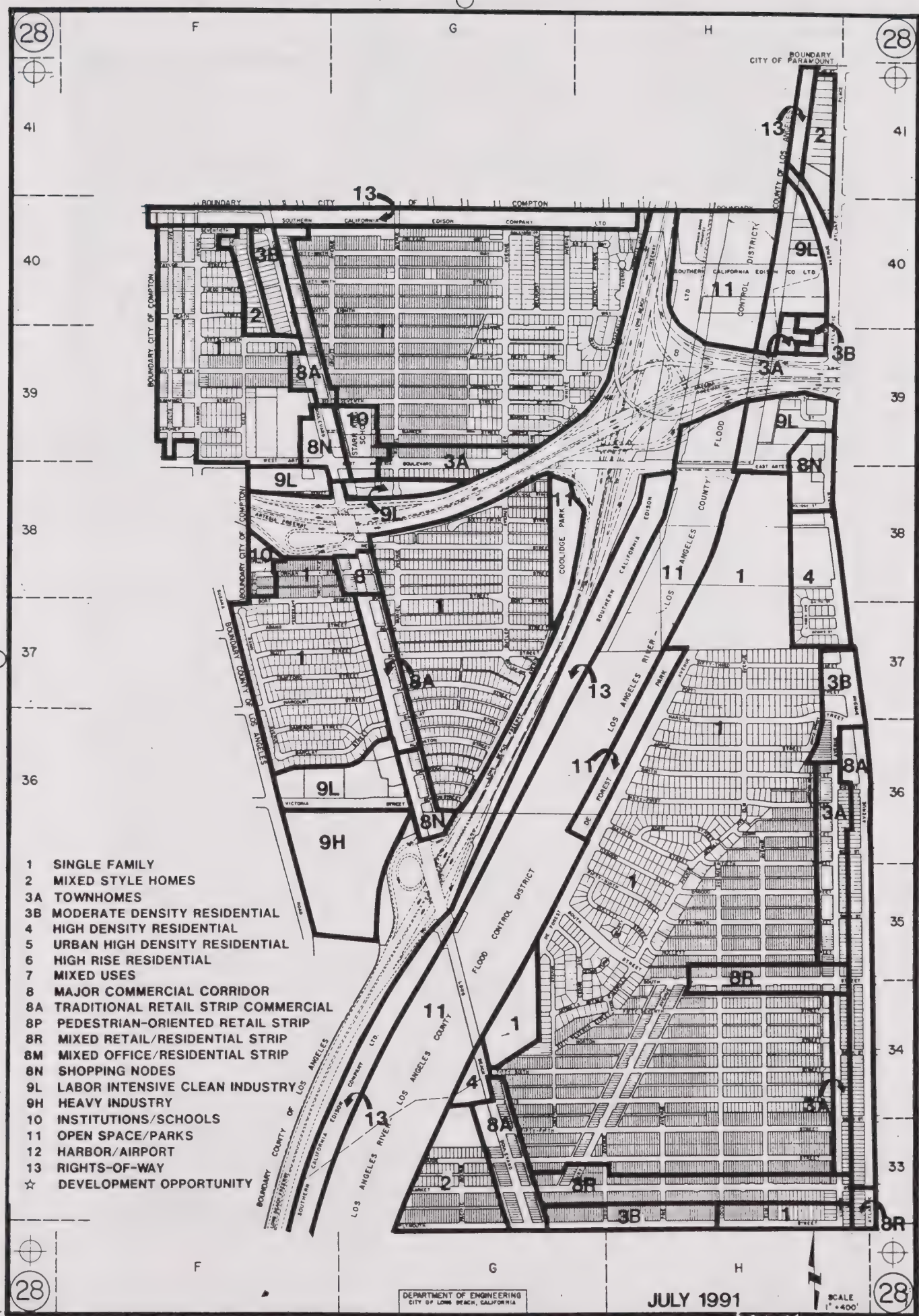


DECEMBER, 1989

N: 1" = 41M'

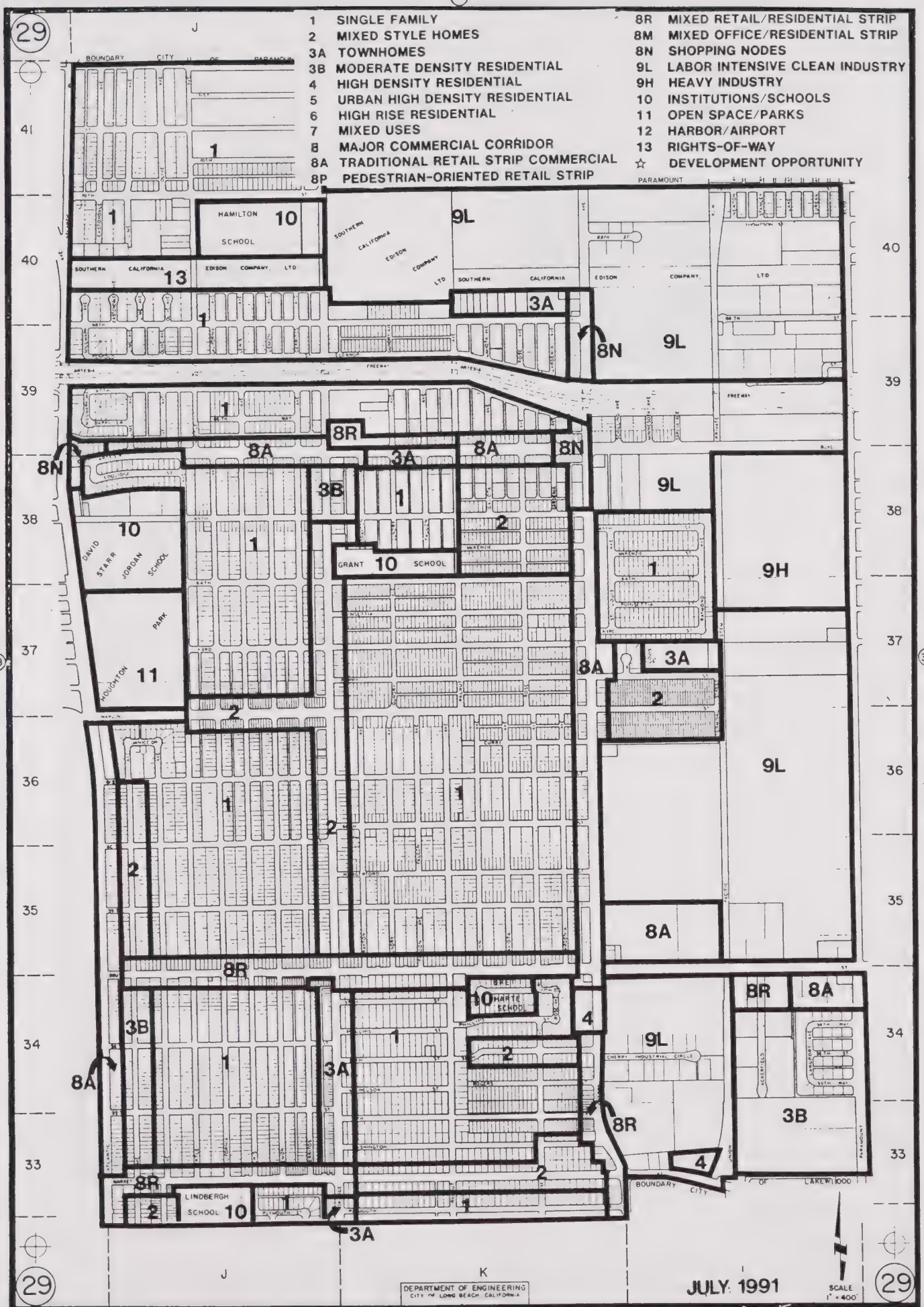




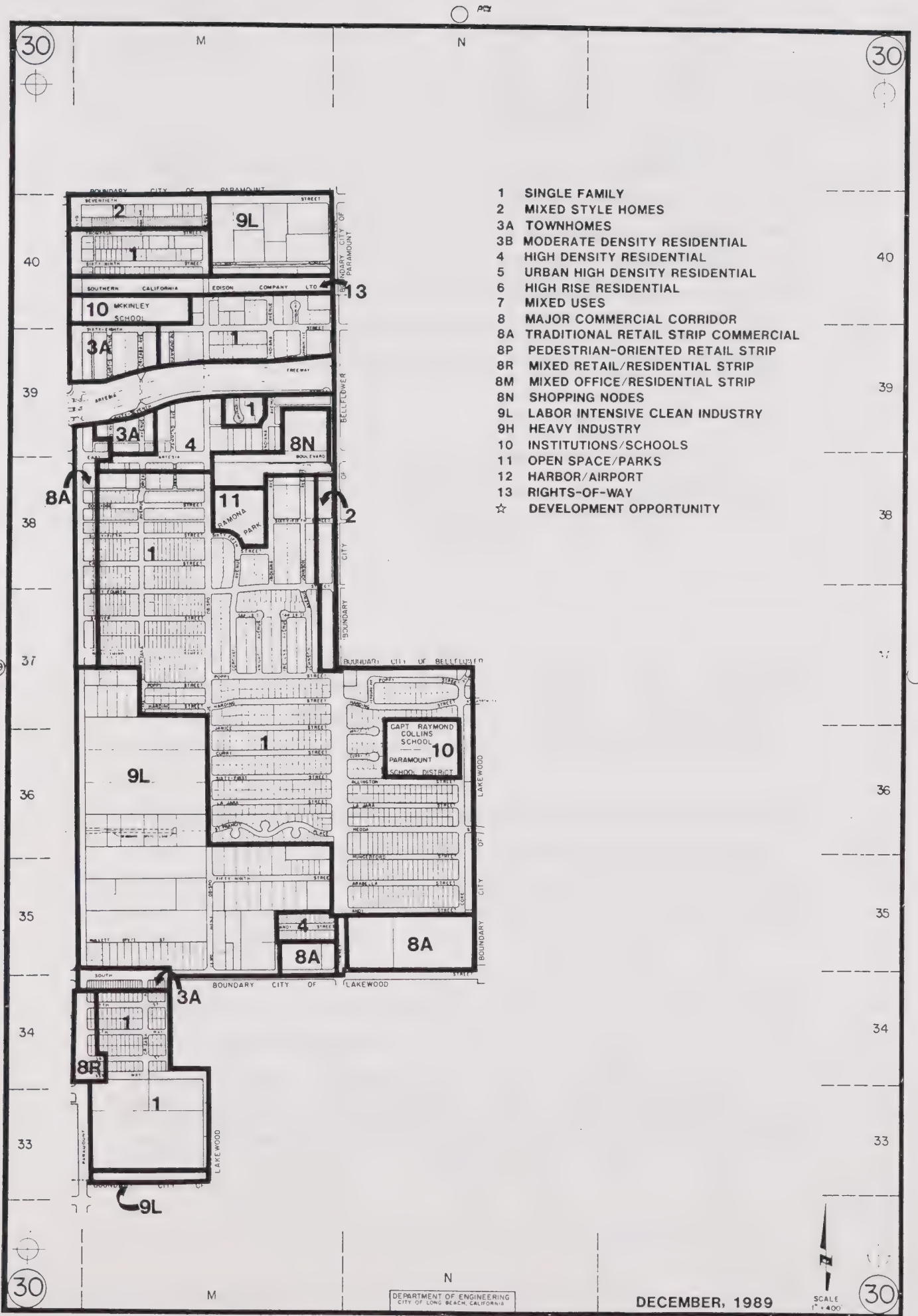
















## LAND USE DISTRICTS

This section specifies the various land use districts which comprise the land use portion of the General Plan. They are intended to provide general guidance as to the types of land uses considered appropriate to the City of Long Beach, and to provide the policy base for future zoning regulations. Because the districts are general in nature, as mandated by the State Planning Act, several zoning districts may fit within each land use district. This is the result of the need to tailor regulations to variations in lot sizes, and other special conditions in different areas throughout the City.

There are four main categories of land uses represented by the district descriptions which follow: 1) Residential land uses; 2) Commercial land uses; 3) Industrial land uses; and 4) Others (Open space, Institutional uses, and Port/Airport). Each is introduced briefly below.

### RESIDENTIAL USES

This General Plan designates seven separate land use districts to accommodate the very diverse housing types and densities in this highly urbanized City. It directs future growth in a manner which will assure realization of the short and long range housing goals expressed in the introductory portions of this Element.

The districts permit different housing types and densities. Some incentives for larger property developments are offered in order to initiate needed private recycling of deteriorated structures. In other instances, the maximum permitted density of a district may be available ONLY on larger properties to prevent over building on smaller parcels.

The one aspect of housing development common to all the districts, however, is the absolute requirement that new housing construction must be of high quality. The City of Long Beach deems it to be of paramount importance that all residential projects make a positive contribution to the neighborhood in which they are to be located, and provide a comfortable and salutary lifestyle for their occupants.

Therefore, residential proposals shall be subject to design review by the appropriate authority, within the guidelines provided by the administrative sections of the City's zoning regulations. The purposes of the design review are to determine:

- That quality materials and workmanship are to be used;
- That the site design and architecture are of high quality and are appropriate to the site and to the surroundings, or will make a marked improvement to the area;
- That the proposed housing units will provide for a safe, comfortable lifestyle compatible with the climatic amenities of Long Beach.

Proposals which do not meet these minimum criteria may be rejected by the reviewing authority and no building permit issued until the designs are revised to meet the criteria. These criteria apply to design review of some project proposals in the non-residential land use districts as well, as described in the zoning regulations.

Maximum densities cited in Districts 3A, 3B, 4, 5, and 6 may not be utilized on single lot developments. The purpose of this restriction is to enable the City of Long Beach to regain control over the relationship between land area and residential density, an effort first codified by the Sedway Cooke study of multi-family developments, and further modified by this Land Use Element. This control is absolutely necessary if Long Beach is to remain a desirable place to live in the future.

Special housing types, as defined in the zoning regulations, are consistent with Districts 4, 5 and 6.

## COMMERCIAL DISTRICTS

The general objective of the various commercial land use districts is to provide a differentiation among the several commercial categories deemed appropriate for Long Beach's future retail strength, and to encourage commercial precincts and strips which are less diffuse and more directed to specific markets. Also, they



are structured and distributed throughout the City in a manner which will help to ameliorate some of the traffic problems associated with traditional retail areas.

Generally, the Plan reduces the number of retail opportunities along some thoroughfares where they are no longer appropriate or functional, and concentrates them in areas which are able to sustain these types of activities successfully.

Several districts are proposed for the purpose of distinguishing among the commercial functions appropriate to this City. They are: Major commercial corridor (LUD No. 8); Traditional retail strip (LUD No. 8A); Pedestrian-oriented retail (LUD No. 8P); Mixed retail/residential strip (LUD No. 8R); Mixed office/residential strip with some retail support (LUD No. 8M); Shopping nodes/districts (LUD No. 8N); and Mixed Use Districts (LUD No. 7). This more detailed approach will solve one of the problems of the recent past -- that dissimilar zone districts fell within one retail land use category, leaving a policy void relative to strip retail areas.

#### INDUSTRIAL USES

The two categories of industrial land use represented by land use districts 9L and 9H were traditionally described as "light" and "heavy" industry, respectively. The 1978 general plan described them as "labor-intensive and clean", and "heavy". These and other short descriptions of industrial land use types are not wholly satisfactory since there are so many variations in processes, plant investment, automation, land requirements, etc.

From the overall policy standpoint, Long Beach does not wish to host plants and processes which have the potential for environmental damage or serious neighborhood disruptions of any kind. The City aspires to accommodate high technology research and development and manufacturing, biomedical research and development, computer, aerospace, and airframe development and manufacture, and similar types of industry.

## OTHER USES

**HARBOR.** Land uses within the boundaries of the Port of Long Beach are designated and controlled by the Port Master Plan and the Port's Local Coastal Program. While most of the uses can be described as industrial in nature, they comprise a wide variety of activities, including shipping, open and closed storage, warehousing, transportation, oil recovery, and the U.S. Naval Station and Shipyard. All port activities, therefore, are combined into one land use category in the City of Long Beach General Plan. For details of the specific land uses, reference must be made to one of the Port documents named above.

**AIRPORT.** A situation similar to that of the Port prevails at Long Beach Airport. Uses there include the landing field and facilities, manufacturing, repair, offices, hotels, and many airport-related support activities. These are combined into one land use category for General Plan purposes. For details within the various precincts within the Airport, reference should be made to the appropriate Planned Development Plan and Ordinance.

\* \* \* \* \*

## LUD NO. 1, SINGLE-FAMILY DISTRICT

The Single-Family District is a policy response to the majority public preference for single-family neighborhoods, and in recognition of the reality that most of the City's land area is in this use. Homes in this district are primarily owner-occupied and are therefore self-maintained through the self interest of the occupants. However, in areas where internal or external forces are negatively affecting neighborhood stability, they may have to be bolstered by neighborhood preservation efforts of citizen groups formed autonomously or encouraged by the City government.

The wide variety of lot sizes in different locations of the City offers the single-family lifestyle as a choice across a spectrum of incomes and environmental preferences. New housing in this district shall conform architecturally to the residential neighborhood in which it is developed.

The maximum density on "standard" lot sizes in this district shall be no more than one dwelling unit per lot, or seven units per acre. In areas where smaller lot sizes are permitted by zoning, densities higher than seven dwelling units per acre may be permitted. Secondary units, or "Granny Flats", where permitted by other codes and ordinances, are consistent in LUD No. 1. Existing mobile home parks are preserved through assignment of this LUD.

Small, neighborhood-serving retail clusters may occur in LUD No. 1, providing they conform to the specifications detailed in the appropriate commercial districts. Planned developments may occur in LUD No. 1 for undeveloped land and assembled land or new subdivisions for detached single-unit residences. Such planned developments should conform in density to neighborhood character while increasing the local public amenities or contributing to the citywide pattern of amenities (bike paths, parks, beach access, frontage or interior roads, dedications to public use, and the like).

#### LUD NO. 2, MIXED STYLE HOMES DISTRICT

This land use district recognizes that there are large areas of the City with a mixture of low density housing types, such as single-family homes, duplexes, triplexes, etc., usually mixed together on the same block faces. This situation occurred as a result of these areas having been zoned in the distant past for high density housing which did not materialize.



The purpose of this district, then, is to maintain the present situation, not to attempt to convert the areas to a single-family density, or to permit the areas to advance in density to that of the densest housing prevalent in the districts. Therefore, maximum permitted densities will be tied to the prevailing lot sizes in each sub-district in which a project is proposed, and this will be reflected in subsequent zoning.

The maximum density shall be 14 dwelling units per acre except where small lot sizes exist and the zoning regulations permit higher densities. No density advantage shall be granted for multiple lot development. Common wall (or zero lot-line) projects, however, shall be permitted by zoning district as long as the density and design standards of this district are achieved. Small, neighborhood-serving retail clusters may occur in LUD No. 2 providing they conform to the specifications detailed under the appropriate commercial district.

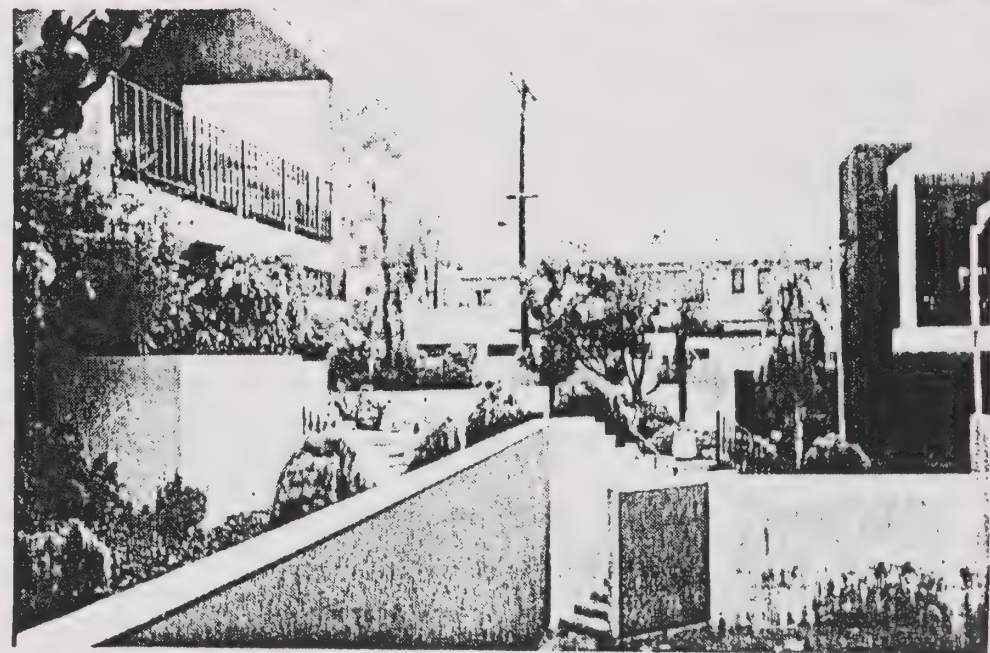
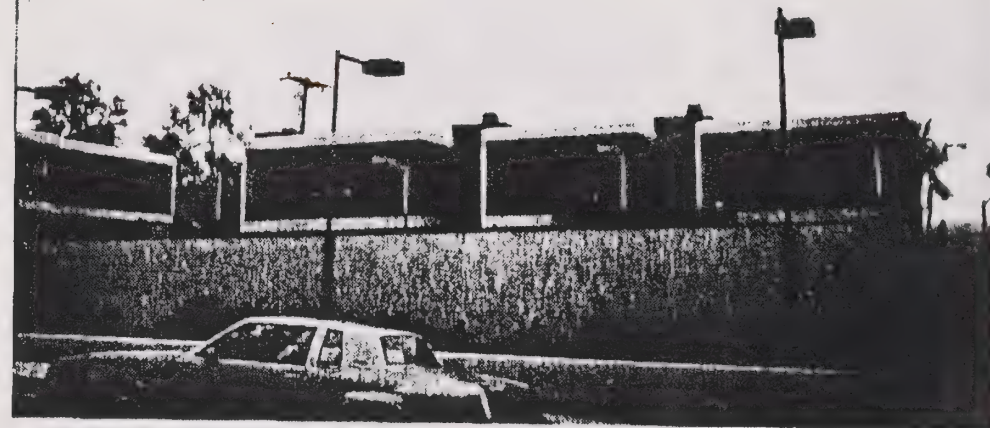
#### LUD NO.3A, TOWNHOMES

The Townhomes District implements a policy to provide the opportunity to create single-family lifestyles with higher dwelling unit densities than are permitted in LUD No. 1 or No. 2, for any of a number of reasons, such as: to furnish more affordable housing; to stimulate recycling; to diversify lifestyle choices; and to create opportunity for architectural variety and neighborhood beautification.

The building style encouraged by this district is aggregates of dwelling units aligned in attached rows or arranged in regular and irregular clusters (possibly with vertically overlapping elements) in such a manner as to provide a separate exterior entrance to each dwelling unit. Parking for the units may be incorporated within the residential buildings or in separate parking compounds. Cluster designs may provide secured perimeters and common access points.



56



10 Units per Acre







-57-



24 Units per Acre







31 Units per Acre

-58-





The true utility of this district is only realized through the accumulation of a number of adjacent lots, or on large unsubdivided or resubdivided parcels. Densities, therefore, are assigned on the basis of the number of units per acre rather than the number of units per lot, and referenced in the zoning regulations. The maximum density permitted shall be 25 dwelling units per acre.

#### LUD NO. 3B, MODERATE DENSITY RESIDENTIAL DISTRICT

The purpose of this district is to provide apartment and condominium living opportunities in moderate density projects which conform in height and general exterior design to the lower density neighborhoods on which they may border; to stimulate recycling on some of the City's major and secondary thoroughfares; to diversify housing choice; to furnish more affordable housing; and to create opportunity for architectural variety and neighborhood beautification.

The building style encouraged by this district is two floors of compact arrangement, having common entrances, and footprints which cover much of the lot area. Setbacks will vary depending upon the area in which the projects are located. The term "garden apartments" is used elsewhere in this document to describe housing types in this district.

The permitted density of dwelling units in this district vary with the size of the development parcel, but shall not exceed 30 dwelling units per acre.

Parking for residents of the building may be located under the structure, providing the overall height of the building does not exceed that permitted by the zoning regulations. Automobile access to projects of this type sited on thoroughfares is an important design factor which is described in detail in the sections of this plan entitled "Arterial Corridors".

#### LUD NO. 4, HIGH DENSITY RESIDENTIAL DISTRICT

This district implements a policy to encourage an intensification or recycling of dwelling units in limited areas of the City where apartment and condominium lifestyles are logically related to transportation and services. Subareas vary considerably in quality, type of construction, architecture, and clientele. Similar features of such uses are as follows: common entrance to multiple apartments or condominiums; compact arrangements of dwelling units; and building footprint covering much of the parcel land area.

Present densities range widely, from about forty to two hundred dwelling units per acre. Many such high density structures were permitted before modern setback and off-street parking requirements became effective in the mid-1960's. The recommended future densities, even where attempting to stimulate recycling, are generally aimed to create a more open and attractive ambiance in such neighborhoods.

The maximum permitted density shall be 44 dwelling units per acre. Higher densities may be achieved on larger properties if high rise overlay is applied.



Design for all projects in this district shall show particular concern for abutting lower density housing.

For examples of typical developments in this district, see the following pages.

#### LUD NO. 5, URBAN HIGH DENSITY RESIDENTIAL DISTRICT

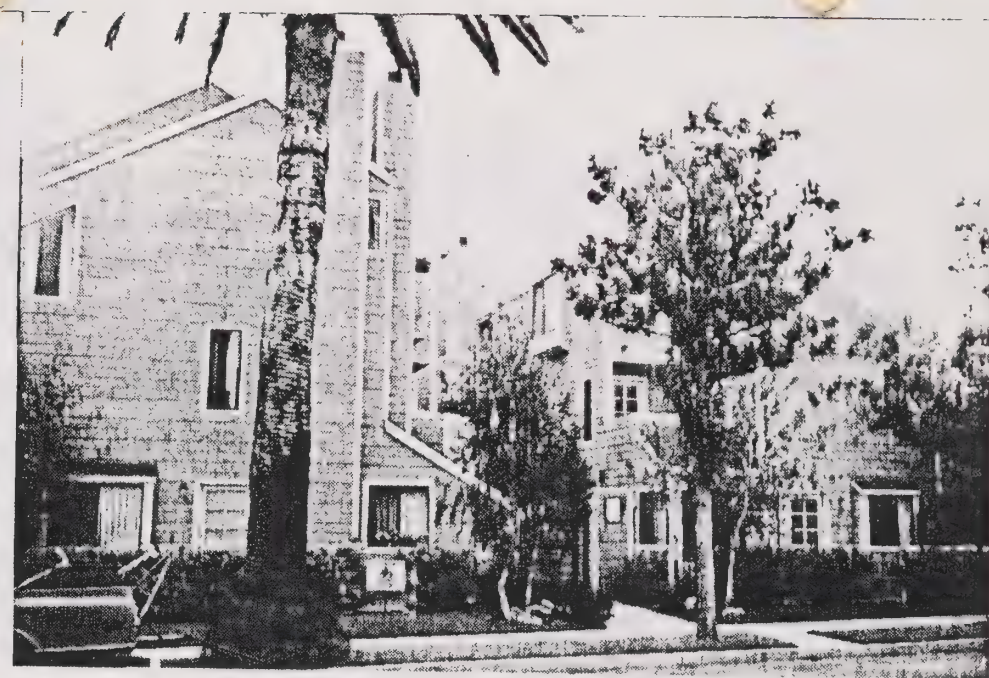
This high density district is created specifically for application in very urban settings, such as in the downtown area. It is to accommodate a highly urbanized lifestyle in which interactions among home, workplace, shopping, and entertainment are strong, and regional transportation facilities are nearby.

The building style expected in this district is one which covers a large part of the property, serves the residential units by common hallways, has on-site recreational and open space amenities, and some services, such as laundries and storage areas.

Restaurants, small shops and personal services on the ground floors of these buildings are appropriate. Maximum density permitted in this district is 108 dwelling units per acre.



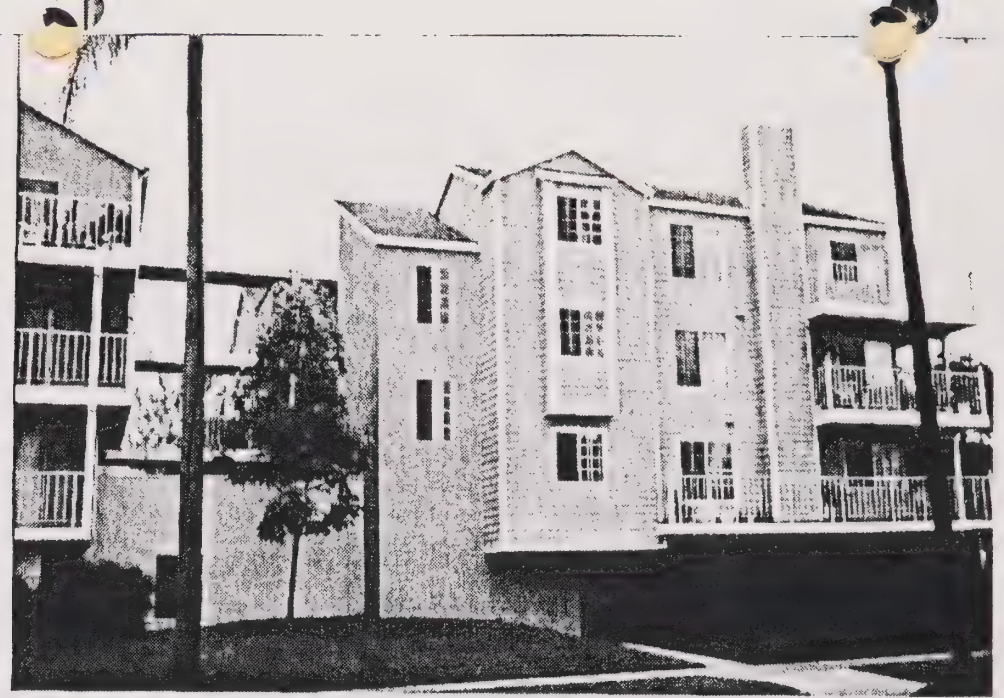




60 Units per Acre







60 Units per Acre





#### LUD NO. 6, HIGH-RISE RESIDENTIAL DISTRICT

The Tall Residential District is a land use complement to the broad policy of using the amenities and environmental assets of Long Beach toward maintaining and expanding the City as a regionally significant urban center. It is anticipated that this district will further a policy of maintaining within the City a reasonable balance of family types and incomes through attraction of moderate to upper income families. This district is small and mostly located in subdistricts near downtown, near activity node areas with high-rise vistas, and strong market areas.

The downtown area enjoys the multiple amenities of ocean view and breezes, walking or biking to beach and boating, proximity to shopping and concentrations of restaurants and entertainments, and short distances to the Civic Center and financial office buildings as places of employment or business. The siting and design of tall residential buildings in the downtown shall follow the standards and guidelines of the Downtown Urban Design Concept Plan and Guidelines, as interpreted by the Downtown Planned Development District. In the coastal zone, tall buildings shall follow the regulations contained within the Local Coastal Program and its various implementing ordinances.

Maximum density shall be 249 dwelling units per acre. Zoning regulations should be written so that highest densities can be achieved only on large lots with high rise construction. Ground floor commercial uses intended primarily as services to the residents are encouraged, as are rooftop restaurants which meet all requirements of the zoning regulations.

Approval of high-rise residential buildings shall be granted only after a finding by the design review authority that the proposal makes a positive contribution to the neighborhood in which it is located; that it provides a beneficial lifestyle to the residents; that it is of meritorious design; and that it makes a significantly positive contribution to the urban design of the City.

#### SPECIAL NOTE ABOUT LOCATION OF HIGH RISE BUILDINGS IN COMMERCIAL USE AREAS

Future development of high rise structures is permitted as a possible option in Districts No. 7 and 8M (following pages). It is not the intent of these provisions to permit such structures as an unrestricted right. Applications for high rise proposals must be approved by the Planning Commission using the following criteria:

1. That any possible negative effects on adjoining low density residential neighborhoods can be successfully mitigated to the satisfaction of the Planning Commission;
2. That the proposal is of meritorious design;
3. That it makes a positive contribution to the urban design of the vicinity in which it is located, and of the City as a whole.

These stipulations shall be incorporated in planned development ordinances regulating mixed use districts (No. 7), and in the zoning regulations for District No. 8M.

#### LUD NO. 7, MIXED USE DISTRICT

Historically, one of the objectives of land use regulations has been to separate uses which are thought to be incompatible with one another. That purpose is served by much of this General Plan. In a few locations throughout the City, however, a careful blending of different types of land uses can serve to save time and energy in transportation and communications, simplify and shorten transactions of goods and services, vitalize a site, and give it more importance in the urban structure of the City. The area will benefit from the synergistic effects of this blending. Clear incompatibilities among different types of land uses are not permitted by this district, however.

In general, areas in this land use district are classified elsewhere in this report as multi-purpose activity centers, though not all of those are incorporated in LUD No. 7. Centers which are included in this LUD are now, or shall be, regulated by an area-wide planned development plan and ordinance. Land use controls and design and development standards for these areas shall be contained in the planned development plan/ordinance for each area.

This district is intended for use in large, vital activity centers, not in strips along major arterials. The reason for this is that there is little or no synergistic effect rising from the random siting of disparate uses along a strip. Instead, the result is often a confusing and ill-functioning streetscape and corridor.

Combinations of land uses intended by this district are, for example: employment centers, such as retail, offices, medical facilities; higher density residences; visitor-serving facilities; personal and professional services; or recreational facilities.



Not intended for inclusion with the above-listed uses are those which may have a detrimental effect on the ambiance, environment, or social well-being of the area included in the district. Examples of these uses are industrial and manufacturing uses, warehousing activities, and outside storage.

However, this is not to preclude the assignment of this district designation to areas which have as their base industrial/manufacturing/warehousing uses. In these cases, the appropriate accompanying land uses include offices, visitor-serving uses, retail and restaurants, and services, all for the purpose of supporting the working population within the district complex. Along major thoroughfares in this district, large scale wholesale and retail uses may be appropriate, as permitted by the respective planned development ordinances. Residential uses are not permitted in these cases.

Residential densities in districts where residential uses are permitted will vary by the particular characteristics and needs of the district. In general, uses specified in Districts No. 3B, 4, 5 and 6 will be appropriate in the activity centers. Specific densities are named in the planned development ordinance for each district. These densities shall be compatible with residential densities outside the district boundaries, if the two residential areas are adjacent to each other. "Compatible with" shall not necessarily be construed to mean "exactly the same". Eliminating potential conflicts between widely different building types, heights, and densities is the objective of this requirement. Residential densities cited in the 1978 Land Use Element shall apply until planned development ordinances are written to implement areas in LUD No. 7.

#### LUD NO. 8, MAJOR COMMERCIAL CORRIDOR

This district is designed specifically for use along several major business corridors in the City. It has some of the characteristics of the Mixed Use District (No. 7); however, these corridors do not function as activity centers but rather as linear conglomerations of larger scale office and retail uses.

The permitted office uses should follow the criteria set forth in LUD No. 8M (Mixed Office/Residential). Residential uses, however, are not appropriate to LUD No. 8. Retail uses should be community or region serving, rather than intended for local or neighborhood service. They should be large scale with ample on-site parking, not relying on curbside parking for primary customer service. Light and heavy or major auto repair uses are not consistent with LUD No. 8. Visitor serving facilities, such as motels and hotels, are consistent, providing they conform to current codes and ordinances. Tall structures (over 5 stories) are consistent where permitted by the zoning regulations. Institutional and open space uses are consistent without the need to amend this Land Use Element.

#### LUD NO. 8A, TRADITIONAL RETAIL STRIP COMMERCIAL DISTRICT

This district has many of the characteristics of District No. 8, but uses should be smaller in scale and serve local/neighborhood needs rather than community/regional needs. It is established to recognize the continuing need to provide commercial uses along the frontages of certain streets for the service and convenience of persons travelling by car, and needing local services.

This district is assigned to a limited few arterials in compliance with the stated policy to begin to focus retail uses on specific markets and to prevent the diffusion of such uses haphazardly throughout the City. Retail uses which are not primarily auto-oriented are not considered appropriate to this district. Office uses are consistent, but residential uses are not. Designs of commercial structures must be sensitive to neighboring residential uses. Commercial uses which may adversely affect adjoining residential uses are subject to conditional use permits.

#### LUD NO. 8P, PEDESTRIAN-ORIENTED RETAIL STRIP DISTRICT

This is a very special category for use in a few specific areas of the City where strip retail uses catering primarily to pedestrian trade abound or may be developed. "Pedestrian-oriented", as it is used here, means that shoppers arrive by foot (or arrive by car and park in one location) and then stroll to a number of shops, services and restaurants. Stops in these retail strips tend to be of much longer duration than in the auto-oriented retail strips. They may also have less parking for automobiles, and such parking may be located behind stores instead of in front of them.

Because of the importance of the role that the pedestrian-oriented strips play in serving the adjacent residential neighborhoods, and the special ambiance which they create for all shoppers, they are considered to be a valuable resource to be preserved and enhanced for the future.

Typically, the stores in this district will be fairly small and will provide shoppers with a variety of convenience goods (bakery, delicatessen, flowers, etc.), or comparison goods on a small scale (dresses, beachwear, sporting goods, men's wear, etc.). Small scale services are also consistent with this district, providing they are intended for neighborhood use. Large frontage users, such as financial institutions in independent structures, are not consistent with the policies of this district. Small restaurants and bars are consistent, but not larger nightclubs or places which emphasize entertainment and therefore draw from an area wider than one or two neighborhoods. Retail uses drawing on sub-regional or regional markets are not permitted.

Designs of commercial structures must be sensitive to neighboring residential uses. Commercial uses which may adversely affect adjoining residential uses are subject to conditional use permits.

#### LUD NO. 8R, MIXED RETAIL-RESIDENTIAL STRIP DISTRICT

The purpose of this district is to provide a land use environment in which residential uses predominate on the frontages of certain main streets, but in which some retail uses may occupy the ground floors of the residential buildings, or may be in free-standing retail buildings.



Free-standing retail buildings may not be developed in a "mini-mall" or shopping center configuration. The permitted retail uses are the same as those cited for LUD No. 8P (Pedestrian-Oriented). Parking for the retail uses must be behind the buildings or next to the buildings. Retail parking within residential buildings is discouraged. Retail stores on the ground floors of residential buildings must occupy at least 25% of the area of the ground floor of the building. Very small (or token) storefronts in residential buildings are not consistent with the policies of this district.

Residential uses permitted within this district are generally those described in LUD Numbers 3A (Townhomes), 3B (Moderate density), and 4 (High density). Specification for residential uses and types in each of the strips designated as District No. 8R shall be found in the zoning regulations. Generally, the policy base for residential types and densities is that they shall not be incompatible with any neighboring residential uses (see definition of "compatible" in LUD No. 7); that they shall not contribute to a significant deterioration of the traffic-carrying capacity of the fronting roadway; and, that they shall contribute positively to the City's stock of needed higher density housing developments.

#### LUD NO. 8M, MIXED OFFICE/RESIDENTIAL STRIP DISTRICT

This district is different from LUD No. 8R in that it is intended to encourage a mix of free-standing office buildings with freestanding residential buildings, with the provision for some retail uses in the ground floors of each if desired by the project applicants, or in separate structures. It is intended for use on more important major streets which should portray a highly urbanized appearance. It is for office uses which are more citywide serving than local, and for higher density housing. Also permitted in this district are Institutional and Open Space uses without the need to amend the Plan.

Office uses should be fairly large in scale with on-site surface or in-building parking with vehicular access off the main roadway wherever possible. Taller structures (over 5 stories) are consistent where permitted by the zoning regulations. Heavy landscaping along the frontages is required to enhance the image of the boulevard on which the use is located.

Residential uses generally should be of the higher density types, such as permitted in LUD No. 3B, 4, 5 and 6. Townhomes (LUD No. 3A) may be appropriate in some places, and may be approved pending a favorable review of the site plan and architecture by the design review authority. Parking for the residential uses should be contained within the buildings. Access should be from the side streets or alleys wherever possible. Heavy landscaping along the frontages is required.

#### LUD NO. 8N, SHOPPING NODES

This land use district is created to accommodate retail and service uses exclusively, primarily in small clusters. It is widely dispersed in the form of numerous clusters of neighborhood-serving centers for the retail needs of residents of Long Beach. Larger shopping centers are included in District No. 7.

A neighborhood retail cluster is intended by this plan for every community within about one-half mile of each residence, if feasible.

Some of these clusters are specifically designated on the map in areas where the pattern of land uses, the traffic flows, and the distribution of residences more or less dictate the locations of the commercial centers. Elsewhere the map may not specifically designate the appropriate neighborhood shopping facility. In such cases, zoning for such facilities in predominantly residential land use districts is tacitly understood as the intent of this Plan, provided that such facilities are clustered with off-street parking and separated from each other by economic market radii.

Adequate off-street parking, minimization of curb cuts, maximization of side street access, and de-emphasis of curbside parking are critical in this District, especially as some of these thoroughfares may be subject to parking restrictions in the future in order to increase traffic capacities.

#### LUD NO. 9L, LABOR-INTENSIVE AND CLEAN INDUSTRY DISTRICT

This district is intended to accommodate light manufacturing, research and development, warehousing, and large scale wholesale and retail facilities. High employee density, high product value, and negligible environmental impacts are desired in this district. Much of the new employment projected by this Plan is expected to occur in District 9L. Therefore, land resources identified in this district should be preserved from other uses, such as institutional, housing and commercial.

Non-industrial uses which are necessary or desirable for support of employment centers are permitted. Such supporting uses include restaurants, personal and financial services, lodgings related to the industrial uses, and medical clinics. Residential uses are not permitted.

Solid waste storage, transfer, processing, and conversion facilities may also be permitted, providing that the location and performance requirements enumerated in the WASTE DISPOSAL FACILITIES section of this Land Use Element are met.

#### LUD NO. 9H, HEAVY INDUSTRY DISTRICT

This land use district occurs in a few subdistricts within the City, although this type of land use dominates the environment west of the City, including some Los Angeles County area assigned by LAFCO as within the sphere of influence of Long Beach.

"Heavy" does not mean the opposite of "clean" and "labor-intensive" (such as "dirty" and "capital-intensive"). Land uses in this district will have to satisfy all applicable permits, pass sensitive environmental clearances, and be located away from established residential areas on which such industrial uses might have a negative environmental impact.



Except for commercial-type operations specified under LUD No. 9L and restaurants, services and offices complementary to local industry, all commercial and office uses are excluded from LUD No. 9H.

Solid waste storage, transfer, processing, and conversion facilities may also be permitted, providing that the location and performance requirements enumerated in the WASTE DISPOSAL FACILITIES section of this Land Use Element are met.

#### LUD NO. 10, INSTITUTIONAL AND SCHOOL DISTRICT

The land uses in the Institutional District (LUD No. 10) are characterized by the permanence of the built use, or the intentions for such use, once the location has been established for the proper citywide or subregional distribution of public services: City Civic Center, County and State regional office buildings, academic research institutes and headquarters, colleges, universities, major hospitals, cemeteries, public schools, and the like. Institutional uses serve basic public needs over a long period of time, enduring through changes in the surrounding socioeconomic environment.

#### LUD NO. 11, OPEN SPACE AND PARK DISTRICT

This district is quite diverse, compressing into one general category the variety and detail of the Open Space Element of the General Plan, and of various specific plans for parts of the City such as the Local Coastal Program. Typical land uses in LUD No. 11 are the following: agriculture, golf courses, beaches, flood control channels and basins, rivers, utility rights-of-way, public parks, oil islands, local marine areas, inland bodies of water, off-street bike routes, estuaries and lagoons and supporting uses as described below.

The uses of land in subdistricts of LUD No. 11 should serve the overall purpose of promoting mental and physical health of the urban citizenry by one or more of the land uses mentioned above. LUD No. 11 areas should be acquired and distributed so that all citizens, regardless of race, age, handicapped condition, sex or socioeconomic class, have access to the opportunity for the enhancement of health through contact with such natural environments. Given that such distribution has been made, there should be rigid constraints on the amounts and types of urban forms and structures which are permitted to invade open spaces and parks.

In ecological preserves (officially designated as such by Federal, State, local or regional authorities), disturbance of natural ecosystems are prohibited. Other environmentally sensitive areas are to be protected, enhanced and preserved. Any development of public lands and offshore open space to the breakwater must be minimal and subject to specific planning with appropriate public participation and public hearings before decision.

Commercial uses which are clearly intended to positively support the public use features of areas in LUD No. 11 may be permitted (except in parkland preserves) as specifically authorized uses under strict design and maintenance standards, subject where necessary, to site plan approval by the City Planning Commission with due process of public hearings.

Proposed future minor expansions of existing open space facilities, or the creation of new mini-parks, may be found to conform to the general plan without amendment, at the discretion of the Planning Commission.

#### LUD NO. 12, HARBOR/AIRPORT DISTRICT

This district is composed of the Long Beach Harbor and the Long Beach Airport. Such an aggregate is clearly massive, heterogeneous and immensely powerful in shaping the land use structure, the socioeconomic health and the human environment of the whole City.

This Land Use Element foresees no significant changes in the boundaries of this land use district. Therefore, its composition and structure have predictable overall consequences based on present boundaries and general contents of LUD No. 12 subdistricts. Hence, the Land Use Element does not differentiate detail within each subdistrict. Instead, the water and land use composition within the harbor area is separately formulated and adopted by due process as the specific plan of the Port of Long Beach. Similarly, the air and land use composition within the airport area is separately formulated and adopted by due process as the master plan of the Long Beach Airport.

The specific plans for land uses within the boundaries of the Harbor, and the Airport should support and promote the primary functions appropriate to each such subdistrict. Any transfer of public land, or of responsibilities for the management of public land, to these subdistricts by appropriate authorities will be accompanied by specifically designated uses of such land transfers consistent with the City General Plan.

Solid waste storage, transfer, processing, and conversion facilities may also be permitted, providing that the location and performance requirements enumerated in the WASTE DISPOSAL FACILITIES sections of this Land Use Element are met.

#### LAND USE DISTRICT NO. 13, RIGHTS-OF-WAY

This land use district is designed for application to certain publicly and privately owned rights-of-way. The intent of this district is that properties so designated remain basically as open space. However, use of these areas for public access and recreation purposes is not required in LUD No. 13.

Permitted uses are: public open space and recreation; private commercial recreation; commercial horticulture uses, such as nurseries, tree farms, agricultural plots; and similar low intensity uses which maintain the basic open character of the property.

Uses not permitted include residential, retail (except as noted above), and industrial developments.



Structures on properties in LUD No. 13 shall be limited to those which are accessory to the permitted uses listed above, and shall be designed and sited so that they conform to the standards of the neighborhood in which they are located.



## AMENDMENTS

Occasional amendments to the Land Use Element will be necessary to permit the flexibility needed to keep the plan relevant to changing social, economic, and environmental objectives of the community at large. State law permits local governments to amend the general plan up to four times a year as a means to insure responsiveness to changing goals while constraining the frequency of these changes.

Amendments, however, can have a negative impact on the long range goals of the Plan. Numerous amendments may have a significant, cumulative negative effect. This section, therefore, sets forth the guidelines for future amendments to the Land Use Element so that they will have a beneficial rather than a negative effect on the City.

1. Proposals for amendments shall be received and scheduled for public hearings three times each calendar year, at approximately four month intervals;
2. Applicants for amendments must:
  - File amendments on the form provided by the Department of Planning and Building and pay the fee current at the time of application;
  - Apply for environmental review and zoning changes as appropriate to the proposal at the time the amendment application is filed;
  - Make reference on the application form to the land use districts described in this Land Use Element, not to zoning categories;
  - Make application for amendments for areas no smaller than the equivalent of one city block or block face in size. Applications for single lots or small combinations of lots will not be processed;



- Show that the proposed amendment conforms to the population, housing, design/architecture, and neighborhood preservation/enhancement goals of the General Plan, as detailed in this Land Use Element and other elements of the general plan current at the time of application;
- Provide data and maps adequate to fully illustrate the proposed amendment.







LAND USE ELEMENT AMENDMENT NO. 27

On February 23, 1993, the 1989 Land Use Element of the City's General Plan was amended, by Resolution of the City Council, to expand the provisions pertaining to Commercial Recreation uses in Park zones.

Therefore, please insert this amendment page into your Land Use Element.

(Amendment to page 74 - include the following statements)

Commercial recreation uses which are designed to contribute to a park patron's total experience, supplement the Department's recreational services, and aesthetically compliment existing programming and facilities may be permitted in park zones as specifically authorized uses under strict design and maintenance standards, subject where necessary, to site plan approval by the City Planning Commission with due process of public hearings.

In order to permit commercial recreation uses in parks and open space areas the following findings must be made by the appropriate body:

- A. The use is consistent with the intent of the park district, the General Plan, and any applicable specific plan; and
- B. The use does not permanently remove or impinge upon any significant public open space or impede public access thereto; and
- C. The use provides a needed public recreation service which otherwise would not be available to the public; and
- D. The use cannot reasonably be located to provide comparable public recreation service on private land appropriately zoned for such a use.







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